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American Railroad Journal.

New York, Saturday, April 16, 1864.

St. Louis, Alton and Terre Haute Railroad.
The company owning this line of railroad was incorporated under a special charter granted by the Legislature of Illinois on the 28th January 1851, and in conformity with the provisions of "An act to provide for a general system of railroad incorporations" approved on the 5th November 1849.

THE TERRE HAUTE AND ALTON RAILROAD CO.—as it was originally called—was by the above acts created a body politic and corporate for the term of fifty years, and authorized to construct and maintain a railroad, from the state line of Indiana in a direction from Terre Haute westward through Paris, Charleston, Shelbyville, Hillsboro and Bunker Hill to Alton on the Mississippi River.

The capital stock of the company was fixed at \$2,000,000, and the company was also authorized to borrow money on its bonds to bear interest not exceeding 8 per cent per annum.

The charter also authorized the company by and with the consent of the State of Indiana, to extend said railroad to Terre Haute or to make a connection with any Company that might be formed for that purpose.

Authority to extend the road from the State line to Terre Haute was granted by the Legislature of

Indiana, by an act passed on the 11th February, 1851. The same act authorized the company to construct a bridge across the Wabash River at or near Terre Haute.

On the 12th February 1853, an act was passed by the Illinois Legislature, authorizing the company to increase its capital stock from time to time as might be necessary to complete the road, but not to exceed in all \$4,000,000.

By another act passed 28th February, 1854 the company was authorized to construct a branch from Paris, in an easterly or northerly direction to such point on the eastern line of the State as might be deemed advisable, and to form a connection with any railroad company in the State of Indiana. For this purpose the company might issue stock or bonds for the necessary means; and was also authorized to consolidate said branch road with any company in Indiana with which it might connect. Power was also granted the company to take stock in or loan its credit to connecting companies.

In 1855 (Feb. 14,) an act was passed authorizing a connecting road between the Chicago and Mississippi Railroad, and the Terre Haute and Alton Road in the City of Alton, and the leasing or purchase by either company of the Belleville and Illinois town Railroad etc.

The above named laws in connection with the general law of 1849, and its amendments present the chief legal points connected with the administration of the affairs of the company.

The charters granted by Illinois and Indiana required as a preliminary to an organization of the company, a subscription of \$500,000 to its capital stock. The first object of the company therefore, was to secure this amount. The city of Alton, and the counties of Montgomery, Shelby, Coles and Edgar through which the road was to be located, voted liberal subscriptions, and the requisite amount having been obtained, the organization of the company was perfected by April 1852.

Immediately thereafter the president of the company, Simeon Ryder, closed a contract for the construction and equipment of the entire line of the road from Terre Haute to Alton a distance, by the original survey (made by Mr. Crocker), of 173 miles, but which might possibly be reduced by

modifying the location of the line to 170 miles. The contractors were to complete and equip the road by May 1855, for the sum of \$3,000,000 and to receive in payment therefor seven-eighths of the amount in cash, and the remainder in stocks and bonds.

The work of construction was commenced within a month after the organization of the company. The first fiscal year ended 1st June, 1853. During the intervening period operations had been successfully carried on, the grading, masonry and bridging upon 98 miles of the road had been completed viz., from Alton to Hardinsburg 38 miles, and from Terre Haute to the Chicago Branch of the Illinois Central Railroad, at a cost of \$455,049, and the iron chairs, spikes, etc., for the entire length of the road purchased and 9,000 tons delivered. The total cost of labor and materials to date had been \$1,788,549, and at this time the sum required to complete the said 98 miles was estimated at \$390,000. The remaining portion of the line between Hardinsburg and the Chicago Branch, was about to be finally located and sub-contracted and it was promised that the whole line should be completed in the year 1854.

The means employed to forward the work were a call of 30 per cent on the stock capital, and an issue of bonds and credits furnished by the contractors. Other bonds had been prepared but were not yet brought into the market for special reasons, one and the most important of which was the demonstration of certain parties to construct a parallel line from Terre Haute to St. Louis. This affair, however, was negated by the Legislature six times and ultimately died a natural death.

The resources of the company at this time consisted of:

1. Subscriptions to the capital stock of the company including stock issued for labor and the city and county subscriptions \$2,025,000
2. Seven per cent mortgage bonds redeemable in 1862, 1867, and 1872, convertible into stock, negotiated in the purchase of rails 1,000,000
3. Eight per cent mortgage bonds redeemable in 1865, to be issued, convertible into stock 1,000,000

Total resources \$4,025,000

These two mortgages were secured on the whole

road and equipment, and may be described as follows:

	1st mort.	2d mort.
Amount.....	\$1,000,000	\$1,000,000
Interest.....	7 per cent	8 per cent
Interest periods.....	1 Feb. & 1 Aug.	1 F. & 1 A.
Principal payable 1863.	\$200,000	\$—
" " 1865.	—	1,000,000
" " 1867.	400,000	—
" " 1872.	400,000	—

The road as finally located, is 173 miles in length. Starting from the station of the Terre Haute and Richmond Railroad at Terre Haute, and connecting there with that road it passes through the extensive station grounds secured for the use of this company in the city, and crosses the Wabash and Erie Canal, and the Wabash River, upon a bridge 550 feet in length, and sustained upon abutments and piers of the most substantial masonry, a turning draw affording two openings of 65 feet each, for the passage of steamboats which ply upon that river. From the Wabash River the line proceeds by St. Mary's, across the State line at Sandford's, to Paris; thence by Grandview, Midway and Ashmore to Charleston; thence to the junction of the Chicago Branch, affording an important connection with that city; thence by Cochran's Grove to Shelbyville, crossing the Kaskaskia River in the south part of the town, and thence to a junction with the main line of the Illinois Central Railroad. From the junction the line proceeds by Audubon to Hillsboro and thence by Litchfield, Gillespie, Bunker Hill and Bethalto to the city of Alton.

Nearly 160 miles of the entire distance is perfectly straight, leaving only 13 miles upon which curves are found and these are of large radii.

The grade of 40 feet to the mile was originally adopted by the company as its maximum. A large portion of the line is far below this maximum grade, and much of it is entirely level.

From this description it will be seen that the line passes through the seats of the different counties upon its route, embracing some of the most populous and fertile portions of the State, and well adapted to secure a large and valuable local traffic. Its freedom from curves, and its moderate gradients adapt it to safe, rapid and economical transportation of passengers and merchandize; and the unsurpassed fertility of the soil (and there is scarcely an acre of land unfit for cultivation upon the entire route) secures for the road an almost unlimited supply of the great staples of country.

The city of Alton, the western terminus of the main line of the road, enjoys a most favorable position for an extensive commerce. Situated on the Mississippi a short distance from St. Louis, and immediately at the mouth of the Missouri with an ample depth of water for the largest steamboats, it affords facilities for transshipment not enjoyed by any other place on these waters, when considered in reference to its connection with the Eastern markets. The high limestone bluffs at Alton, approaching to the very edge of the river point out a fitting place for the erection of a bridge over the Mississippi, a project entirely feasible, and requiring nothing but the development now going forward in the west to render it indispensable. A charter for this purpose was many years ago granted by the Illinois Legislature.

The second annual report of the company brings

matters down to Jan. 1st 1855. At this time the branch of the Belleville and Illinoistown Railroad, was being constructed between Illinoistown and Alton. The new road indeed was nearly ready for the rails, and was expected to be completed, simultaneously with the completion of the Terre Haute and Alton Railroad.

The condition of the Terre Haute and Alton Railroad at this time was thus. There were in actual operation about 82 miles, viz., from Terre Haute westward about 45 miles, and from Alton eastward 37 miles. The rails had been laid beyond those points, and parties were actively engaged in laying down the track, with a view of completing the road to the two junctions of the Illinois Central, from each end of the line at the earliest practicable day.

The line between Alton and Illinoistown was looked upon as a most beneficial and promising adjunct to the Terre Haute road.

The equipment of the Terre Haute and Alton road at this time, consisted of 9 locomotives, 10 first class passenger cars and 198 freight cars.

The financial condition of the company on the 1st of January, 1855, shows that the capital stock had been increased to \$2,943,950, of which \$2,281,420 had been paid in. This with the 1st and 2d mortgages of \$1,000,000 each made the total resources of the company \$4,943,950, but of this sum \$744,000 (2d mort. bonds) remained in the Treasury. To complete and equip the road, however, it would require another \$1,000,000, and this was to be raised by increasing the 2d mortgage issue by that amount. These were subsequently issued and made payable in 1870.

The first estimate of the cost of the road was made when rails could be purchased at a price nearly 50 per cent. lower than the company had subsequently to pay when its organization and finances enabled it to contract and pay for them. Other items in its construction varied with the state of the money market, and were found to exceed the cost originally estimated. The estimates as presented in the report of January 1, 1855, were as follows:

Expenditures to date	\$3,537,324
Estimate for completing and equipping the line	1,364,583
Cost as per engineer's estimate	\$4,901,907
Add for contingencies, interest, discounts, etc.	348,093
	\$5,250,000

Which deducted from the total resources of the company, (including \$1,000,000 additional 2d mortgage bonds) .. \$5,943,950

Which leaves to the future wants of the company

The report concludes as follows:—

"At the rate of progress now making in the construction we may anticipate that the road may be opened throughout its whole extent, including the extension to St. Louis during the ensuing autumn. It has been urged forward through a season of unparalleled difficulty in the financial world, which has borne with severity upon the railroads of the Western States. Thus far it has been accomplished without creating a floating debt against the company. The interest coupons upon its bonds have been promptly paid as due," etc., etc.

During the year 1855 the road was opened from

Grandview to Mattoon 28 miles, and Litchfield to Pana 39 miles. The year 1854 had been unprecedented in the general failure of the staple crops of the country; and from the opening of the first section of the road on the 13th of November of that year until the fall of 1855, there was scarcely anything along the line for transportation. The absence of all connections rendered the travel entirely local. Notwithstanding these discouraging prospects, the road was operated in portions and completed regardless of its unfit condition until the 1st of March, 1856, when it was so far completed as to admit of the passage of a daily train over its entire length. The bad condition of the track on the newly worked portions required the greatest care and prudence to get the trains through; and but for the favorable character of the spring, the company could not have succeeded in opening the road at the period stated. Subsequently, on the 1st of April, one freight and two daily passenger trains were placed upon the road.

The road was constructed in two divisions—the Eastern extending from Terre Haute to Pana; and the Western from Alton to Pana. The dates at which the different portions of the road were opened for local business were as follows:

EASTERN DIVISION.

Terre Haute to Paris	19 miles.	Nov. 13, 1854
" to Grandview	28 "	Dec. 3, 1854
" to Embarras	42 "	Jan. 26, 1855
" to Mattoon	56 "	July 2, 1855
" to Pana	96 "	March 1, 1856

WESTERN DIVISION.

Alton to Litchfield	38 miles.	Dec. 11, 1854
" to Hillsboro	49 "	June 25, 1855
" to Pana	77 "	Nov. 12, 1855

The results of the partial operation of the line the 13th Nov., 1854, to the 1st March, 1856, show the gross earnings to have been \$163,345 97, and the operating expenses during the period \$81,964 67, or about 50 per cent. of the gross earnings. The sum thus realized was expended upon the road as earned, and included in the construction account.

At a meeting of the directors in 1856, the contractors surrendered the road to the company, by mutual agreement—in its then unfinished condition. According to the terms of the agreement the amount of work remaining to be done to complete their contract was furnished by the company, and the cost deducted from the contract.

The Belleville and Illinoistown Railroad of which mention has heretofore been made, was incorporated by the Legislature of Illinois, June 21, 1852, originally for the construction of a line from Belleville to Illinoistown opposite the city of St. Louis—a distance of 15 miles. This portion of the road was completed and put in operation early in the fall of 1854. Under a close of the charter the road was extended from Illinoistown to Wood River Junction, a point of the Terre Haute and Alton Railroad $4\frac{1}{2}$ miles east of Alton. This extension was completed in October, 1856. The great importance of this connection to the Terre Haute and Alton Railroad in furnishing an outlet for its business to St. Louis, induced that company to acquire a controlling interest in the stock of the Belleville company. The extension formed part of the through line from Terre Haute to St. Louis, and was operated wholly as such from the commencement of its through business.

The lower portion of the road extending from Illinoistown southeasterly to Belleville, relied upon its coal and local traffic.

Belleville is a thrifty place, of 10,000 inhabitants, and the business between St. Louis and that point is large and increasing. The chief value of the line will eventually, as now, be derived from coal transportation. The coal fields commence at the bluffs of the American Bottom—7 miles east of St. Louis—and extend to Belleville. The coal is of good bituminous character well adapted for manufacturing and domestic purposes, inexhaustible in quantity and easily worked. The Belleville company owned 1,080 acres of these coal lands, the development of which, and of other coal interests furnished a large business to the road. The company also held the franchise of the St. Clair Ferry and other privileges at St. Louis, which are estimated of much prospective value.

By resolutions of the directors of the Terre Haute and Alton, and the Belleville and Illinoistown Companies, the executive committees thereof respectively, were now authorized to agree upon terms of consolidation, and submit the same by circular to the stockholders of both interests. An agreement was accordingly made August 8, 1856, which having been approved of by a majority in interest, Articles of Consolidation were executed on the 30th of October following, and the consolidated companies took the corporate title of the—

TERRE HAUTE, ALTON & ST. LOUIS RAILROAD CO.

The funded debt of the company, at the time of consolidation, was comprised as follows:

Terre Haute & Alton 1st mort. 7 p.c. b'ds.	\$1,000,000
" " 2d " 8 " "	2,000,000
Belleville & Illinoistown 1st " 7 " "	600,000
" " 2d " 7 " "	500,000

Total\$4,100,000

The amount of consolidated capital stock then issued and outstanding, was as follows:

Terre Haute and Alton stock	\$2,672,050
Belleville & Illinoistown (at 87½ cents).	498,750

Total\$3,170,800

The length of the consolidated line at date, was as follows:

	Miles.
From Terre Haute to Wood River Junction.	168.46
" Junction to Alton	4.04
" " to Illinoistown	19.75
" Illinoistown to Bloody Island	1.25
" " to Belleville	14.75

Total length of road208.25

Length of sidings of 8.78 miles.

The main track and sidings are laid with heavy T rail. The track at this time, however, was only ballasted in portions and partially fenced, but in good general condition and constantly being improved.

Thus it appears, that after expending so much larger amounts on the road than estimated as necessary, there still remained much to be done before the road could be rendered capable of profitable working. Hitherto all the net earnings of the company had been consumed in construction, and the same state of matters was certain to continue unless additional resources could be called into requisition.

With a view therefore to the more speedily finishing the road and equipping it sufficiently to

transact economically the business thrown upon it, and thus enable it to earn and pay a dividend to stockholders at an earlier date, and to avoid a floating debt the Board of Directors in October, 1856, concluded that the cash means of the company must be immediately increased. The low price of all western bonds at this time rendered it imprudent to place any securities of the company upon the market, and suggested the propriety of a direct appeal to the stockholders. The directors therefore resolved to offer to them \$500,000 of 10 per cent. bonds, payable in 18 years, and receive in payment therefore, half in cash and half in the interest stock of the company at par. The amount to be realized was thought to be sufficient for the immediate wants of the company. A sinking fund was provided for these bonds. Provision was also further made for the subsequent issue of an additional \$500,000 for any future wants, and also for the issue of \$4,000,000 of bonds at 30 years, to be used for the sole purpose of taking up and providing for the outstanding bonds of the consolidated company. The object of the latter provision was to place all the securities of the road on the same basis.

The amount of bonds offered to the stockholders was immediately subscribed for, and the finances of the company made comparatively easy.

The first report of the consolidated company embraces 10 months to the 31st December, 1856. During this period the gross earnings of the entire line, were\$662,860 49
—and the operating expenses 330,520 30

Balance carried to construction acc't. \$332,314 19

The equipment at the end of the year consisted of 29 locomotives, 30 passenger cars, 8 mail and baggage cars, and 315 freight cars. This was not more than half the equipment necessary for the amount of business that was brought to the road.

The general balance sheet of the company, Jan. 1, 1857, stood as follows:

Capital stock (T. H. & A.)	\$2,671,891
" (B. & I.)	498,850
	\$3,170,641

Funded debt—

1st mort. (T. H. & A.)	\$1,000,000
2d " (")	1,960,000
	2,960,000
1st mort. (B. & I.)	600,000
2d " (")	500,000

Sinking fund bonds (T. H., A. & S. L.)	117,750
Coupons unpaid	2,435
Bills payable, &c.	373,053
Income account	828,029
	\$8,551,908

Construction	\$7,219,541
Equipment	248,693
Real estate, right of way, etc.	128,482

Transportation account	\$7,596,716
Materials on hand	412,485
Freights uncollected, etc.	53,076
Bills and other assets	66,970
Cash	339,042
	83,618

\$8,451,908

The report concludes with the following: "The policy and desire of the directors is to complete and equip the road in a first class manner, and close its construction account at the earliest date practicable; and it will be necessary to use the net earnings to aid in accomplishing this. They are unwilling to borrow money or further increase

the construction account for the payment of dividends. They have confidence in the intrinsic value of the stock, and the future indicates that the time is not remote when the road with good equipment and management can fairly earn, save, and pay a dividend to the stockholders."

The prospective earnings for 1857 were estimated at \$1,200,000; and the expenses at 50 per cent.

(To be continued in our next.)

Lake Superior Copper Mines.

The following statement, compiled from the Houghton Mining Gazette, will exhibit the product of the Lake Superior Copper Mines for 1863:

PORTAGE LAKE DISTRICT.	Tons.	lbs.
Quincy	1,472	1,531
Pewabic	1,083	752
Franklin	780	189
Isle Royale	372	920
Grand Portage	247	883
Hancock	72	320
Huron	69	283
Mesnard	1	1,000
St. Mary's	2
Columbian	3	1,254
Total	4,104	1,132

KEWEENAW DISTRICT.	Tons.	lbs.
Cliff	1,449	29
Central	440	215
Copper Falls	234	624
Phoenix	151	195
Petherick	56	1,439
Amygdaloid	51	1,201
Garden City	39	889
North Cliff	4	1,000
Bay State	2	1,000
North American
Eagle River

Total2,439 592

ONTONAGON DISTRICT.	Tons.	lbs.
Minnesota	1,011	1,451
National	415	402
Rockland	197	1,883
Evergreen Bluff	95	424
Knowlton	68	94
Ridge	46	1,243
Carp Lake	45	1,137
Superior	41	1,830
Bohemian	23	1,787
Ogima	19	342
Flint Steel	22	982
Caledonia	5	1,865
Mass	5	1,718
Hilton	4
Aztec	1	144
Adventure

Total2,004 1,342

RECAPITULATION.	Tons.	lbs.
Portage Lake District	4,104	1,132
Keweenaw District	2,439	592
Ontonagon District	2,004	1,342

Total8,548 1,066

These figures show a decrease on the production of 1862 of 413½ tons, which is confined entirely to the Ontonagon District, the Portage Lake and Keweenaw Districts showing an increase.

The following table will give, in round numbers, as nearly correct as possible to obtain, the amount of rough copper produced by the mines of Lake Superior since the first attempt to develop its riches by regular mining:

	Tons.		Tons.
1845 to 1854	7,642	1860	6,000
1855 to 1857	11,312	1861	7,400
1858	3,500	1862	9,062
1859	4,200	1863	8,548
Total	26,654		57,064

Collision Between Cars and Ordinary Vehicles, Presumption of Negligence.

In the case of *Snydam vs. Grand Street and Newtown Railroad Company*, which was an action to recover damages for personal injuries sustained by the plaintiff, from being thrown from his cart by a collision between plaintiff's cart and one of the cars of the defendant.

There was evidence from which, as the plaintiff claimed, the following facts were established: There are two rail-tracks laid in the centre of First Street, Brooklyn, (Eastern District). The street is a 30 feet carriage way. The tracks are laid in the centre of the carriage way. The space occupied by rails is 14 feet 6 inches; the space between tracks is 3 feet 11 inches; the gauge of track is 4 feet 8½ inches. On the day of the collision the plaintiff was driving his cart along First Street, in a Southerly direction, on the right hand track; his cart was heavily loaded with agricultural instruments. When near the corner of South Fifth street, defendant's car coming in the same direction, approached plaintiff from the rear. This car was coming at an unusual rate of speed, the horses being on a full trot. As soon as the plaintiff was aware of the approach of the car, he commenced to get out of its way, by hauling off of the right hand track upon the left track; plaintiff hauled off to left track because there was not room on the right, between cart and track to allow car to pass. While plaintiff was hauling out, defendant's car struck plaintiff's cart, and he was thrown from his cart. The defendant's driver and superintendent were on the car, and did not check the speed of the car, or attempt to avoid collision, although told by one of their workmen on the car that they would run into cart. The collision occurred on front of car, and rubbed along it. The force of the collision threw the tail end of plaintiff's cart in towards car, and the heavy machinery on cart came in contact with the stanchion of car and broke it out. So great was the force of collision, that some iron work or machinery was broken. The plaintiff's horse did not sway, and the plaintiff did all that a person could do, and used the greatest of care. His injuries are permanent in their character.

The case was tried in the City Court of Brooklyn, and a verdict rendered for plaintiff for \$1,500. The defendant moved on judge's minutes for a new trial, which was denied. Judgment was entered, and defendant appealed.

Brown, J.—This same case upon substantially the same evidence, was before us at the General Term in February last, and we then took occasion to say "that a cartman's cart is a vehicle which traverses all parts of the street, crossing and re-crossing, going backwards and forwards and turning to the right or to the left, at the will of the driver, its passage way limited only by the limits of the street. Not so with a railway car. It is irrevocably fixed to a given track laid down longitudinally with the street. To this line the car must adhere, and from which it cannot be inclined or deflected for any purpose. It is quite evident therefore, that where a cartman's cart and a railway car are progressing side by side, with a space of 16 or 24 inches between them, there can be no collision if each adheres to the track which the law assigns to it. And if a collision does occur under such circumstances, the presumption of

negligence is altogether against the driver of the cart, and not against the conductor of the railway car, for the obvious reason that the former can deviate and depart from his track, which the latter cannot do. One of the two must incline towards the other or there can be no contact, and as the cart can be inclined and deflected towards the railway car, at the pleasure of the driver or by his indifference or carelessness while the latter is irrevocably bound to its iron rail, whatever might be the will or the misconduct of the conductor, there can be no other presumption but against the care and good conduct of the cart driver."

Both the cart and the car were proceeding in the same direction, the car on the right and the cart on the left hand. Two-thirds of the car passed the cart without contact, and had there been no change in their relative position, there would have been no contact, that is, if each of them had proceeded directly along the street and without deviation, the remaining third part of the car would have been passed freely and there would have been no collision; and had they inclined towards each other, the sides of both vehicles would have become the point of contact. This was not so however, the side of the car and end of the cart came in contact. By what means then was the hinder end of the cart brought in contact with the side of the car. The car could be moved forward and backward, but not to the one side or the other. It was not possible to move the car so as to produce the actual result. It was produced by a movement of the cart and by no other means. The cart with the projecting load was six feet ten inches long, six feet of which was behind the axle.

If the head of the horse was pulled by the driver to the left, even for a small space, it would place the cart diagonal to the railway and bring the end of it instantly in collision with the car. That this actually took place, may be inferred from the injury done to the third stanchion from the rear of the car and the broken end of the platform of the plaintiff's cart. It is also proved by the sum of the testimony on both sides. Reur Snydam, the plaintiff himself, testifies, "I was pulling to the left when the collision took place. I knew the car struck my load which projected about two feet in the rear of my cart." Patrick McQuinn, a witness for the plaintiff, testified, "the car struck the machinery on the right hand corner of the tail of the cart with violence. It jarred the plaintiff off the cart." Again, he says: "the horse was diagonal with the track, and the plaintiff kept the same direction until the collision." William S. Townsend, a witness for the plaintiff, says: "I observed the horse and cart turning off to the left, I saw the horse and part of the cart. The cart was ahead and going the same direction as the car." Ira Buckman, a witness for the defendant, said, "I was standing on the step (of the car) on the left side, as we passed my face was toward him, (the plaintiff,) and on a line with the side of the car. My face was 16 or 18 inches from the platform of the reaping machine on plaintiff's cart, which projected further than anything on the load, that is when my face passed the rear of the cart. After I told the car driver to go on the car began to get under way. Just before the collision the horse swayed to the left and threw the hind end of the cart against the side of

the car. All was done in an instant. This was after I told the driver to start up. This platform projected over the right side of the tail of the cart, and lay rather diagonally across the cart, acting as a fulcrum, and the other end in that way and he stood by the other side of it in front. Our car hit the platform, that was the point of collision. The platform slewed around, the cart rung knocked him off the cart. It broke the stanchion of the car, the third one from the hind end and sixth from the forward end. It broke out so that a piece fell on the ground." Again he says: "the car stopped within 18 inches or it would have broken another stanchion." George Bennett, another witness for the defendant, said: "The cart continued parallel with the car until we (the car,) got nearly two-thirds passed the rear end of the cart. Plaintiff was standing on the left stand, front corner. I saw him look towards the car, he pulled his horse to the left, and threw the end of the cart into the car. I saw the rear load of the cart coming towards the car, as the plaintiff turned his head. It struck the car by the stanchion near the rear." Patrick Malone, a witness for the defendant, said: "When we commenced passing the cart it was perfectly straight with us. I think we were 12 or 13 inches from the rear of the cart."

This is the evidence and it leaves no manner of doubt upon my mind, that the accident was caused by the imprudent and mistaken acts of the plaintiff in pulling his horse to the left, as he himself says, at the moment of the collision. It is in vain to say in the face of the evidence, that he is without fault, and did not contribute largely to bring about the collision which resulted in his injury.

It was the manifest duty of the jury to find a verdict for the defendant, and failing to do this, I think the City Court should have set aside the verdict upon the motion for that purpose.

The remarks of the late Mr. Justice Barculo, in the case of *Haring vs. the New York and Erie Railroad Company*, 13 Barb., at page 15, are peculiarly applicable to the present case. In speaking upon the duty of non-suiting a plaintiff, or setting aside a verdict where the plaintiff has contributed to the injury, he says: "We cannot shut our eyes to the fact that in certain controversies between the weak and the strong, between a humble individual and a gigantic corporation, the sympathies of the humane mind, naturally, honestly and generously run to the assistance and support of the feeble, and apparently oppressed, and that compassion will sometimes exercise over the deliberations of a jury, an influence which, however, honorable to them as philanthropists is wholly inconsistent with the principles of law and the ends of justice. There is, therefore, a manifest propriety in withdrawing from the consideration of the jury, those cases in which the plaintiff fails to show a right of recovery."

The judgment and the order denying the motion for a new trial should be reversed, and a new trial granted.

Work has been resumed on the section of the Brockville and Ottawa Railway between Almonte and Arnprior. The rails, some of which are already on the ground, will be laid during the Summer, and it is expected that the line will be completed before next Winter.

MUNICIPAL SECURITIES LIST.

DESCRIPTION.	Amount out- standing.	Inter- est payable	Prin- cipal pay- able.	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Prin- cipal pay- able.	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Prin- cipal pay- able.	Market Price.
Albany, N. Y.:					Fall River, Mass.:					Philadelphia, Pa.:				
5 per cents, municipal	\$50,000	M. & N.	1864		5 per cents, municipal	\$165,500	var.	64-71		5 per cents, consolidated	\$689,987	J. & J.	64-73	
5 " " "	100,000	J. & D.	70-74		5 " " " (1862-73)	56,500	"	1872		5 " " "	69,255	"	74-82	
5 " " "	225,000	J. & J.	65-69		Gardiner, Me.:					5 " " "	1,152,247	"	64-73	
5 " " water	800,000	F. & A.	70-81		6 per cents, municipal		var.	var.		5 " " "	2,902,308	"	74-83	
5 " " Alb. N. R.R.	300,000	M. & N.	1879		6 " " " K. & P. R. R.	150,000	M. & N.	1870		5 " " "	9,606,307	"	64-70	
5 " " A. & W. S. R.R.	1,000,000	J. & J.	65-76		Hannibal, Mo.:					5 " " "	4,237,356	"	71-79	
Allegheny City, Pa.:					10 per cents, municipal	40,000	var.	var.		5 " " Phila. City	489,000	"	64-74	
7 per cents, municipal		J. & J.	var.		10 " " " Pike Co. R. R.	50,000	Feb.	63-79		5 " " "	1,743,200	"	75-79	
6 " " " railroad		J. & J.	"		10 " " " (N.Y.)	141,000	"	74-81		5 " " " Poor	217,295	"	64-68	
Augusta, Me.:					Hartford, Ct.:					5 " " Southwark	99,150	"	74-81	
6 per cents, municipal	21,545	var.	64-69		6 per cents, municipal	123,800	var.	64-80		5 " " "	110,000	"	64-77	
6 " " " K. & P. R. R.	200,000	A. & O.	1870		6 " " " park	130,000	F. & A.	1882		5 " " Richmond	34,146	"	82-93	
Baltimore, Md.:					6 " " " railroad	500,000	J. & J.	1876		5 " " Spring Garden	17,000	"	1886	
5 per cents, Int. Improv.	4,963,215	Qtrly.	38-70		6 " " " water	250,000	J. & D.	1883		5 " " "	736,200	"	65-85	
5 " " Miscellaneous	400,920	"	"		6 " " "	125,000	J. & J.	1883		5 " " Kensington	204,200	"	65-81	
5 " " Court House	169,754	"	"		Jersey City, N. J.:					5 " " " District of Penn.	60,335	"	65-76	
5 " " Water	3,500,000	"	"		6 per cents, municipal	58,925	var.	63-74		5 " " Moyamensing	9,000	"	68-71	
5 " " New Jail	250,000	"	"		6 " " " coupon	63,000	"	63-81		5 " " Frankford	48,459	"	70-73	
5 " " B. & O. R. R.	5,000,000	"	1890		7 " " " "	118,000	"	63-75		5 " " North Liberties	30,784	"	70-80	
5 " " P. & C. R. R.	1,000,000	J. & J.	1886		6 " " " water	650,000	J. & J.	1877		5 " " West Phila.	71,813	"	72-73	
5 " " Park	553,996	"	1880		Keokuk, Iowa:					5 " " Germantown	1,000	"	1875	
5 " " Float. & D'fens.	225,000	"	var.		8 per cents, railroad	600,000	"	"		5 " " Phila. County	360,117	"	70-75	
5 " " Bounty	92,900	"	"		10 " " " (sp'l tax)	150,000	"	"		Pittsburg, Pa.:				
5 " " N.W. Va. guar.	1,500,000	J. & J.	1873		5 per cents, municipal	13,000	var.	63-75		6 per cents, municipal	1,009,700	J. & J.	var.	
5 " " Y. & C.	500,000	"	1877		5 " " "	130,000	"	63-82		5 " " " railroad	1,800,000	"	1913	
5 " " W. Md. R.R.	200,000	"	1890		5 " " "	151,550	"	63-79		Portland, Me.:				
Bangor, Me.:					Lowell, Mass.:					6 per cents, municipal	907,486	var.	63-83	
6 per cents, municipal	169,700	A. & O.	65-82		5 per cents, municipal	58,000	annual.	64-67		5 " " A. & St. L. R. R.	1,500,000	"	68-70	
5 " " " K. & P. R. R.	740,000	"	63-74		5 " " "	60,000	sem-an.	72-82		5 " " " war	500,000	A. & O.	1866	
Bath, Me.:					5 " " "	60,000	"	72-87		Portsmouth, N. H.:				
6 per cents, municipal	145,242	var.	64-73		5 " " "	42,000	Feb.	69-75		6 per cents, municipal	39,700	M. & S.	64-72	
5 " " " K. & P. R. R.	200,000	A. & O.	1870		Louisville, Ky.:					5 " " "	14,800	"	64-66	
Boston, Mass.:					6 per cents, municipal		var.	var.		5 " " " Volunteer Aid	58,000	A. & O.	67-82	
4 1/2 per cents, municipal	595,205	var.	78-84		6 " " " water		M. & N.	1887		Portsmouth, Ohio:				
5 " " "	1,807,618	"	63-70		7 " " " railroads		"	"		7 per cents, municipal	30,000	J. & D.	1871	
5 " " "	2,593,000	"	71-80		Lynn, Mass.:					7 " " " railroad	90,000	"	1866	
5 " " "	364,000	"	81-85		5 per cents, municipal	40,000	"	1882		Poughkeepsie, N. Y.:				
5 " " "	641,000	"	63-71		5 " " "	20,000	"	1874		6 per cents, municipal	47,677	var.	64-80	
5 " " " water (notes)	400,000	"	78-79		5 " " "	60,000	"	1879		5 " " " water	14,000	"	69-78	
4 1/2 " " " (sterling)	1,949,711	"	72-73		5 " " "	18,800	"	64-69		5 " " " bounty	48,120	A. & O.	"	
5 " " " (dollar)	758,000	"	63-71		5 " " "	76,300	"	63-74		Providence, R. I.:				
Brooklyn, N. Y.:					Manchester, N. H.:					6 per cents, municipal	600,000	M. & S.	1885	
6 per cents, municipal	804,200	J. & J.	64-74		6 per cents, munic'l (notes)	7,100	sem-an.	72-78		5 " " " railroad	500,000	J. & J.	1876	
5 " " "	245,000	"	75-85		6 " " " (coupon)	99,500	"	66-75		5 " " " war	300,000	"	1893	
5 " " "	403,000	"	86-95		6 " " " "	67,500	"	80-88		Reading, Pa.:				
5 " " "	25,000	M. & N.	66-68		Marysville, Cal.:					6 per cents, municipal	52,000	var.	var.	
5 " " Williamsburg	429,070	J. & J.	63-81		10 per cents, municipal		J. & J.	var.		Racine, Wisc.:				
5 " " " water	1,700,000	"	68-81		8 " " "		"	"		10 per cents, plank road, etc.	48,000	var.	var.	
5 " " "	749,000	"	1886		Milwaukee, Wisc.:					8 " " " harbor	25,000	"	"	
5 " " "	819,000	"	1891		10 per cents, municipal	22,000	var.	due.		7 " " " railroad	300,000	"	"	
5 " " "	1,432,000	"	1896		7 " " " "re-adjust'd	77,500	"	"		Rochester, N. Y.:				
5 " " " War Loan	115,000	"	1895		Nashua, N. H.:					7 per cents, Alms house	20,000	J. & J.	1864	
Buffalo, N. Y.:					6 per cents, municipal	108,185	var.	64-80		7 " " " Floating	60,000	A. & O.	74-82	
7 per cents, municipal	216,000	var.	63-79		Newark, N. J.:					7 " " " City Hall	70,000	J. & J.	64-73	
7 " " "	290,000	"	65-82		6 per cents, municipal	216,000	sem-an.	70-83		7 " " " Bridge & impr.	135,000	var.	63-82	
Calais, Me.:					7 " " " Volunteer Aid	100,000	"	1873		6 " " " St'm Fire Eng's	60,000	"	76-82	
6 per cents, municipal		J. & D.	1876		New Bedford, Mass.:					6 " " " R. & Gen. V.R.R.	200,000	J. & J.	64-76	
Cambridge, Mass.:					5 per cents, municipal	425,150	A. & O.	63-84		Sacramento City, Cal.:				
5 per cents, municipal	166,000	var.	65-82		5 " " "	150,000	J. & J.	67-87		6 per cents, municipal S. F.	1,474,800	"	68-90	
5 1/2 " " " of '50-51	16,000	"	65-71		Newport, Ky.:					St. Louis, Mo.:				
5 1/2 " " " of '54-57	56,000	"	64-77		7 per cents, municipal	20,000	F. & A.	1872		6 per cents, Pacific R. R.	457,000	var.	71-73	
5 " " " of '56-62	52,692	"	64-69		6 " " " bridge	37,000	J. & J.	1883		6 " " " O. & M. R. R.	429,900	J. & J.	72-74	
6 " " " bridge	20,000	F. & A.	1872		10 " " " municipal	15,000	"	1883		6 " " " Iron M'n R.R.	285,000	"	74-77	
6 " " " water	50,000	J. & J.	1881		10 " " " "	19,500	M. & N.	1888		6 " " " municipal	1,404,000	var.	65-83	
Camden, N. J.:					Newport, R. I.:					6 " " " real estate	623,000	"	64-90	
6 per cents, municipal	38,100	J. & J.	65-74		5 per cents, municipal	150,000	A. & O.	73-84		6 " " " sewerage	425,000	"	70-88	
6 " " "	27,300	"	78-81		Newburyport, Mass.:					6 " " " impr. (old lim.)	254,000	"	71-87	
Charlestown, Mass.:					5 per cents, municipal		var.	var.		6 " " " water	484,000	"	71-82	
5 per cents, municipal	50,000	J. & J.	67-73		7 " " " "	205,000	"	"		6 " " " harbors	239,000	"	63-80	
5 1/2 " " "	52,000	var.	65-67		New Haven, Ct.:					6 " " " wharfs	163,000	"	67-81	
5 " " " "	78,000	"	68-77		6 per cents, municipal	200,000	J. & J.	70-81		6 " " " district sewers	15,000	"	"	
5 " " " Volunteer Aid	174,060	A. & O.	77-83		New York, N. Y.:					San Francisco, Calif.:				
5 " " " water	202,000	"	82-86		5 per cents, water	3,000,000	"	"		10 per cents, municipal	1,352,600	M. & N.	1871	
Chelsea, Mass.:					5 " " " "	2,147,000	"	"		10 " " " fire	178,500	J. & J.	1866	
5 1/2 per cents, municipal	105,000	A. & O.	70-72		5 " " " Croton water	100,000	"	"		10 " " " school	79,500	"	1870	
5 " " "	74,000	"	70-83		5 " " " Wat. Stk '49 & '54	284,700	"	"		7 " " " municipal	2,25,000	"	77-78	
5 " " "	117,000	var.	63-77		5 " " " " '54 & '57	1,875,500	"	"		6 " " " city & county	1,138,500	"	1888	
Chicago, Ill.:					5 " " " Build'g Stk No. 3	75,000	"	"		Springfield, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	63-68		5 " " " " No. 4	115,000	"	"		10 per cents, municipal	51,467	"	64-82	
7 " " " (new)	511,000	A. & O.	1881		5 " " " Fire Indemnity	402,768	F. & A.	1873		8 " " " "	55,000	"	68-81	
6 " " " (old)	160,000	J. & J.	63-74		6 " " " Central Park	399,300	"	"		Springfield, Ohio:				
6 " " " (new)	200,000	"	75-76		6 " " " " "	3,066,071	"	"		7 p. cts., Spg'd & Mfd R.R.	2,000	M. & N.	1866	
7 " " " sewerage	913,000	"	79-87		6 " " " Improv.	2,083,200	"	"		Taunton, Mass.:				
7 " " " water	87,000	"	1883		6 " " " " "	275,000	"	"		6 per cents, town bonds	75,000	J. & J.	var.	
7 " " " water	113,000	"	1883		6 " " " " "	1,660,000	"	"		6 " " " town notes	10,000	"	"	
7 " " " water	1,030,000	"	1888		6 " " " W. Wash. Markt	600,000	"	"		Troy, N. Y.:				
Cincinnati, Ohio:					6 " " " Croton water	1,800,000	"	"		7 per cents, municipal	140,000	"	73-79	
6 per cents, municipal		A. & O.	1895		6 " " " Floating Debt	2,748,000	"	"		6 " " " Schen. & T.R.R.	19,000	"	63-67	
6 " " " water		"	"		6 " " " Docks & Slips	200,000	"	"		6 " " " Troy Union R.R.	115,000	"	63-72	
6 " " " railroads		"	"		5 " " " Pub. Education	500,000	"	"		5 " " " Schen. & T.R.R.	167,000	"	62-80	
Cleveland, Ohio:					6 " " " Tompkins Mkt	154,000	"	"		Utica, N. Y.:				
7 per cents, municipal		J. & J.	var.		7 " " " Harlem Bridge	119,000	F. & A.	62-69		6 per cents, municipal		var.	var.	
6 " " " " "		"	"		6 " " " Co. Court House	60,000	"	"		Watertown, Wisc.:				
7 " " " " "		"	1879		5 " " " Vol. Sold Aid No. 7	1,000,000	M. & N.	75-84		8 per cents, Milw. & W.R.R.	80,000	J. & J.	1878	
7 " " " " "		"	1890		Oswego, N. Y.:					8 " " " W. & Mad. R.R.	200,000	"	1877	
Detroit, Mich.:					7 per cents, Iron Bridge	24,500	annual.	64-70		8 " " " C. St. P. &				

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

RAILROADS.	Amount of shares outstanding.	Rate.	Div'ds Paid.	Market Price.
Atlan. & St. Law., guar.	\$2,494,900	6	6	---
Berkshire, guaranteed	600,000	7	7	---
Boa. Con. & Mont., pref.	800,000	6	7	60
" " " new pref.	554,000	6	---	---
Buff. N. Y. & Erie, guar.	850,000	7	---	---
Camden & At., pref.	620,800	7	21	21
Catawissa, pref.	1,150,000	7	42	42
Cheung, guar.	380,000	7	---	---
Cayuga & Susq., guar.	343,500	7	---	---
Cheshire, pref.	2,017,825	7	59	59
Chicago & Alton, pref.	2,464,336	7	108	108
Chicago & N. W., pref.	2,400,000	7	88	88
Cochecho, pref.	177,750	8	---	---
Ot. & Pass. Rivers, guar.	49,200	6	---	---
" " " new pref.	833,000	6	61	61
Cumberland V., 1st pref.	241,900	8	8	8
" " " 2d pref.	243,000	8	8	8
Detroit & Mil., pref.	1,500,000	---	---	---
Dubuque & S. City, pref.	1,987,114	7	72	72
Elmira, J. & Can., guar.	500,000	---	---	---
Elmira & Wm-p., pref.	500,000	---	54	54
Erie, pref.	8,535,700	7	7	113
Hannibal & St. Jos., pref.	5,309,528	7	7	70
Harrisburg & Lan., guar.	1,182,100	7	7	---
Housatonic, pref.	1,180,000	8	4	103
Indianap. & Madis'n, pref.	247,000	6	---	---
Kennebec & Port., pref.	125,000	6	---	---
Lack. & Bloomsb'g, pref.	500,000	7	---	---
Marietta & Cin., 1st pref.	5,105,384	7	87	87
" " " 2d pref.	3,424,169	7	63	63
Mich. S. & N. Ind., guar.	2,893,600	8	157	157
Mil. & P. du C., 1st pref.	1,051,000	8	8	116
" " " 2d pref.	1,014,000	8	7	94
Mil. & St. Paul, pref.	2,255,000	7	---	---
N. H. & Northamp., guar.	1,010,000	---	4	---
N. Y. & Harlem, pref.	1,500,000	8	133	133
Niagara Br. & Can., guar.	1,000,000	6	6	---
Pateron & Hud., guar.	630,000	---	---	---
Pat. & Ramapo, guar.	248,000	---	---	---
Peoria & B. V., guar.	1,200,000	---	6	---
Phila. & Reading, pref.	1,551,860	7	7	---
Phila. & Trenton, guar.	1,000,000	---	10	---
Pitts. Ft. W. & C., pref.	2,000,000	7	105	105
Pittsfield & N. A., guar.	450,000	6	6	100
Port. Sauc. & Ports., guar.	1,500,000	6	6	---
Rutland & Bur., pref.	382,700	8	---	---
" " " new pref.	608,176	6	---	---
St. L. Alton & T. H., pref.	1,700,000	6	103	103
Toledo & Wabash, pref.	926,200	7	93	93
Troy & Greenbush, guar.	274,400	6	6	---
Vt. & Canada, guar.	1,600,000	8	8	---
Warren, guaranteed	1,307,750	7	---	---
White Mountains, guar.	200,000	5	5	---
Wrightsw. Y. & G., guar.	317,050	12	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.				
1st Mortgage	\$2,957,343	6	1886	100
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	---
" " " sterling	4,375,000	6	1890	---
Preferred bonds	1,700,000	6	18	---
Bonds guar. by Va.	200,000	6	18	---
Delaware Division:				
1st Mortgage	800,000	6	1878	95
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	---
Delaware & Raritan:				
See C. & Amb. R. R.				
Erie & Penn:				
1st Mortgage	752,000	7	1865	---
Interest Certificates	161,990	6	1868	---
Lehigh Navigation				
1st Mortgage	829,172	6	1870	114
Unsecured bonds	2,773,726	6	'63-'86	---
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	---
2d Mortgage	57,000	6	1865	---
Morris:				
1st Mortgage	465,500	6	1876	106
North Branch:				
1st Mortgage	590,000	6	1876	33
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1892	100
Improvement	568,500	6	1876	90
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	---
Md. stg. loan conv.	200,375	5	1865	---
Mortgage bonds	993,000	6	1878	67
Preferred Int. b'ds.	227,569	6	1878	25
Union (Pa.)				
1st Mortgage	2,500,000	6	1883	304
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6	1878	100

CANAL STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL N. STOCKS:				
Chesapeake and Del.	100	1,343,563	76	---
Chesapeake & Ohio.	100	8,224,695	---	---
Delaware Division.	100	1,633,350	46	---
Del. and Hudson.	100	7,500,000	7	253
Del. and Raritan.	100	2,298,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Mich.	50	2,500,000	6	78
" " " scrip.	50	1,803,000	6	74
Monongahela Nav.	50	726,800	3	---
Morris, consolidated	100	1,025,000	80	---
" " preferred.	100	1,175,000	10	140
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Nav., con.	50	1,932,467	47	---
" " pref.	50	2,722,607	47	---
Susq. and T. W.	50	2,048,260	28	---
Union, preferred	50	2,750,000	6	125
West Br. and Susq.	100	1,000,000	6	75
Wyoming Valley	100	500,000	6	---

MINING STOCKS.

COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton	200,000	5	5	4
Acton Vale	50,000	5	5	---
Adventure	20,000	---	---	---
Elina	20,000	---	---	---
Albany and Boston	20,000	---	14	19
Algonah	20,000	---	2	16
Alton	20,000	---	---	---
Arizona	10,000	100	---	---
Ascut	20,000	20	---	---
Astor	20,000	---	1	6
Atlas	20,000	---	1	10
Aztec	20,000	---	1	10
Balt. and N. O.	20,000	---	1	40
Bay State	20,000	---	3	24
Beaver	20,000	---	---	---
Bedford	125,000	---	---	---
Black River	20,000	---	2	64
Bohemian	20,000	---	7	11
Bolton	20,000	---	5	6
Boston	20,000	---	5	6
B. & Corinth	20,000	10	---	---
Bronze	100,000	5	---	---
Cabot	20,000	---	---	---
Cambridge	20,000	5	5	25
Caledonia	20,000	---	---	---
Canada	100,000	1	---	9
Carp Lake	20,000	---	---	4
Cascade	20,000	---	---	---
Central	20,000	---	5	56
Chandiere	100,000	---	1	1
Chester	20,000	---	1	40
Cheticamp	30,000	5	---	---
Collins	20,000	---	---	---
Columbian	20,000	---	4	13
Consolidated	20,000	---	5	56
Copper Falls	20,000	---	24	50
Copper Harbor	20,000	---	1	1
Cornwall	100,000	---	---	83
Copper Hill	20,000	---	1	4
Dana	20,000	---	2	4
Deep River	20,000	---	5	20
Dacotah	20,000	---	---	6
Devon	20,000	---	1	---
Doylestown	20,000	---	---	---
Dudley	20,000	---	---	---
Dunham	20,000	2	---	55
Durham	20,000	5	---	80
Eagle River	20,000	---	3	3
Essex	25,000	20	---	---
Eureka	20,000	---	---	---
Everett	20,000	---	5	31
Evergreen Bluff	20,000	---	---	9
Flint Steel	20,000	---	---	17
Forest City	20,000	---	3	---
Forest Shepherd	20,000	---	---	---
Franconia	20,000	---	5	59
Franklin	20,000	---	5	23
French Creek	100,000	5	5	33
Gardner Hill	20,000	---	---	---
Glenside	20,000	1	---	---
Globe	20,000	---	1	---
Grand Portage	20,000	---	1	---
Great Western	20,000	---	1	---
Green Mountain	20,000	10	---	50
Guilford	20,000	5	5	8
Hamilton	20,000	---	6	13
Hancock	20,000	---	---	---
Hanover	20,000	---	6	7
Highland	20,000	---	---	---
Hilton	20,000	---	---	---
Hope	20,000	---	---	---
Hudson	20,000	---	---	---

MINING STOCKS.

COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Humboldt	20,000	---	2	10
Hungarian	20,000	---	1	---
Huron	20,000	---	16	49
Indiana	20,000	---	6	---
Ile Royale	20,000	---	16	28
Jefferson	20,000	---	---	---
Kickapoo	20,000	---	1	---
King Phillip	20,000	---	1	---
Knowlton	20,000	---	---	---
Lafayette	20,000	---	---	---
Lake	20,000	---	1	29
Logan	100,000	---	2	21
Madison	20,000	---	1	4
Malden	20,000	---	1	64
Mandan	20,000	---	2	7
Manhattan	20,000	---	---	---
Maryland	20,000	---	5	2
Massachusetts	20,000	---	---	---
Massena	20,000	---	---	---
Mesnard	20,000	---	---	---
Middlesex	20,000	---	---	---
Minnesota	20,000	---	---	---
National	20,000	---	---	---
Native	20,000	---	3	41
Natunkeag	20,000	---	1	23
Nelson	20,000	---	---	---
Nequaket	20,000	---	1	37
New England	20,000	---	5	---
N. J. Consol.	20,000	---	---	---
Newton	20,000	---	1	---
New York	20,000	---	---	---
N. Y. & Passaic	100,000	---	5	---
North Cliff	20,000	---	---	---
North State	20,000	---	5	25
North Sutton	100,000	---	5	1
North Western	20,000	---	7	14
Norwich	20,000	---	---	---
Ogima	20,000	---	---	---
Ontonagon	20,000	---	1	11
Ottawa	20,000	---	1	12
Pennsylvania	20,000	---	25	2
Petherick	20,000	---	---	---
Pewabic	20,000	---	15	35
Phoenix	20,000	---	15	98
Pittsburg & Boston	20,000	---	3	71
Princeton	20,000	---	---	---
Prince of Wales	20,000	---	---	---
Providence	20,000	---	---	---
Quincy	20,000	---	10	98
Raid Hill	100,000	---	---	---
Reliance	20,000	---	---	---
Rockland	20,000	---	5	70
Rudisell	20,000	---	5	3
St. Clair	20,000	---	3	4
St. Flavian	100,000	---	5	---
St. Mary's	20,000	---	8	8
Sheldon	20,000	---	---	---
Silver Creek	20,000	---	---	---
Silver Hill	20,000	---	5	25
Silver Valley	20,000	---	5	3
South Side	20,000	---	3	3
Springfield	20,000	---	5	71
Star	20,000	---	---	---
Stratford	30,000	---	10	10
Superior	20,000	---	4	11
Sussex	20,000	---	---	---
Sutton	100,000	---	5	3
Toltec	20,000	---	20	34
Tremont	20,000	---	1	44
Vermont	20,000	---	5	57
Vernon	20,000	---	10	---
Victoria	20,000	---	---	---
Waterloo	100,000	---	8	1
Washington	20,000	---	4	3
West Minnesota	20,000	---	---	---
Wickham	20,000	---	5	3
Wickopee	100,000	---	5	5
Winthrop	20,000	---	2	8
Wyandotte	20,000	---	---	

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. equi- val't in single tr. k.	In progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2 horse.	1 horse.				Banded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '62	1.62					Boston and Chelsea.	\$40,000	\$40,000			\$5,600	\$5,600			46
30 Nov. '62	4.30					Broadway, Boston.	118,020	69,200		750	69,580	9,225	124		64
30 Nov. '62	8.21					Cambridge	602,651	445,800	150,000		74	53,622	53,622		128
30 Nov. '62	6.99					Cliffondale	95,500	70,000	25,000	3,748		625			
30 Nov. '62	4.39					Dorchester	155,594	120,800	5,000			8,306	7,487	74	
30 Nov. '62	0.79					Dorchester Extension	12,800	12,800				1,024	1,024	8	
30 Nov. '62	0.75					Dorchester and Roxbury	25,641	11,000	7,800	7,932					46
30 Nov. '62	12.43					Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501			86
30 Nov. '62	3.51					Malden and Melrose	60,200	200,000	73,100	66,223					25
30 Nov. '62	3.26					Medford and Charlestown	34,000	22,000	12,000			2,040	2,040	6	
30 Nov. '62	21.17					Metropolitan (Boston)	733,955	600,000		103,790	300,808	64,892	8		64
30 Nov. '62	6.33					Middlesex (Boston)	461,730	355,000		59,457	124,718	41,398	4		98
30 Nov. '62	2.87					Newton	27,451	28,000			1,680	1,680	6		
30 Nov. '62	2.90					Quincy	102,750	53,000	20,000	29,750	14,068	4,841			32
30 Nov. '62	2.79					Somerville	50,000	50,000			2,500	2,500	5		
30 Nov. '62	2.50					Stonham street (Boston)	33,505	32,000			1,497	500			
30 Nov. '62	4.48					Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083				
30 Nov. '62	1.62					Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10		47
30 Nov. '62	1.80					West Cambridge	12,850	12,850		120	771	771	6		
30 Nov. '62	2.64					West Roxbury									
30 Nov. '62	3.88					Winnisimmet	62,152	62,200		4,798	3,750	3,750	6		
30 Nov. '62						Worcester	60,000								
CONNECTICUT.															
31 Dec. '62	1.1					Hartford City	30,000	30,000							
NEW YORK.															
30 Sep. '62						Avenue D (New York City)	236,036	200,000	27,500	324	52,327	14,015	3		
30 Sep. '62	10.76					Broadway (Brooklyn)	1,505	1,505							
30 Sep. '62	24.01					Brooklyn, Bath & Coney Isl'd	794,912	492,150	252,100	62,967	127,843	10,868			
30 Sep. '62	56.18					Brooklyn Central & Jamaica	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8		
30 Sep. '62	10.50					Brooklyn City	287,628	346,000	146,000	8,000	30,944	2,759			
30 Sep. '62	8.50					Brooklyn City & Ridgewood	51,328	53,500							
30 Sep. '62	2.50					Buffalo Street									
30 Sep. '62						Central City (Syracuse)									
30 Sep. '62						Centrl Pk. N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689					
30 Sep. '62	17.25					Coney Island and Brooklyn	501,364	498,800	7,000	2,717	21,457	6,874			
30 Sep. '62	6.00					East & North River (N. Y.)	650	650							
30 Sep. '62	12.67					Eight Avenue (N. Y.)	938,365	800,000		25,000	369,985	121,565	12		
30 Sep. '62	4.52					Fourteenth Street (N. Y.)									
30 Sep. '62	4.63					Grand St. & Newtown (W. G.)									
30 Sep. '62						Harlem Br. Morris & Ford m.									
30 Sep. '62						Main & Ohio St. (Buffalo)									
30 Sep. '62	10.00					Niagara Street (Buffalo)									
30 Sep. '62	16.00					Ninth Avenue (N. Y.)	413,948	795,360	22,000		89,498	19,430			
30 Sep. '62	11.00					N. Riv. & Wall st. Ferry (N. Y.)									
30 Sep. '62						Port Morris & Westchester.	1,200	1,200							
30 Sep. '62	16.00					Rochester City & Brighton		1,700							
30 Sep. '62						Second Avenue (N. Y.)	1,101,573	650,000	450,000	42,500	243,066	51,499			
30 Sep. '62	8.37					Seventh Avenue (N. Y.)									
30 Sep. '62						Sixth Avenue (N. Y.)	1,099,317	750,000	25,000		358,032	88,184	10		
30 Sep. '62	16.50					Tenth Av. & 32d st. (N. Y.)									
30 Sep. '62						Third Avenue (N. Y.)	1,757,029	1,170,000	400,000		580,736	211,939	12		
30 Sep. '62						Troy and Lansingburg									
30 Sep. '62						Utica City		1,430							
30 Sep. '62	1.00					V. Brunt st. & Erie Bas. (Buff.)	298	330							
NEW JERSEY.															
31 Dec. '62	5.32					Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05					Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	4.20					Orange and Newark									
31 Dec. '62	5.80					West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '62	7.89					Chestnut & Walnut (Phila.)	235,000	100,000	135,000		124,521	78,853	35		
31 Oct. '62	8.13					Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25		
31 Oct. '62	4.12					Delaware County	31,000	24,030	6,500	1,850	4,858	172			
31 Oct. '62	4.38					Fairmount & Arch st. (Phila.)	195,845	200,000			62,052	16,534	54		
31 Oct. '62	16.73					Frankford & Southw'k (Ph.)	668,520	442,045	200,000		172,935	59,743	74		
31 Oct. '62	24.23					Germantown	299,913	112,245	250,000	1,000	106,792	35,431			
31 Oct. '62	8.16					Girard College (Phila.)	150,041	160,000			62,862	19,715	124		
31 Oct. '62	8.75					Green & Coates st. (Phila.)	219,787	150,000	82,000		108,653	31,990	144		
31 Oct. '62	11.00					Hestonv. Mantua & Fairmt	100,000	60,000	40,000						
31 Oct. '62						Lombard & South st. (Phila.)									
31 Oct. '62	11.17					North Philadelphia.	300,000	200,000	100,000						
31 Oct. '62	10.57					Philadelphia and Darby	88,983	99,429	17,000	500	22,241	4,006	24		
31 Oct. '62	7.04					Pittsb. Allegheny & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252			
31 Oct. '62	4.51					Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498			
31 Oct. '62	12.00					Pittsburg and East Liberty.	290,000	200,000	100,000	26,000	29,653	2,422			
31 Oct. '62	6.16					Race and Vine (Fairmount)	180,000	180,000							
31 Oct. '62	6.20					Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '62	7.78					Ridge Avenue & Manyunk.	170,582	118,000	50,000		28,987	12,206	8		
31 Oct. '62	18.46					Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	244		
31 Oct. '62	5.53					12 17th & 19th st. (Phila.)	113,000	120,000		15,000	38,919	24,322	17		
31 Oct. '62	8.35					15 Spruce & Pine (Phila. & Gr's F.)	173,010	159,312	15,500		70,223	25,740	124		
31 Oct. '62	7.65					16th & 11th st. (Citizens').	168,443	192,750		9,000	98,379	38,607	13		
31 Oct. '62	6.25					13th & 15th st. (Phila.)	100,000	100,000			68,510	21,766	4		
31 Oct. '62	9.31					West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9		
MARYLAND.															
31 Dec. '62	21.00					Baltimore City	700,000	670,000		31,549	239,059	21,058			
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	89,837	50,000							
31 Dec. '62	3.63					Pendleton & S. st. Mar't (Cin.)	70,000	50,000							
MISSOURI.															
30 Nov. '62	8.29					Citizens' (St. Louis)	117,437	100,000							
30 Nov. '62	8.33					Missouri (St. Louis)	76,674	70,000							
30 Nov. '62	4.43					People's (St. Louis)	83,875	70,000							
30 Nov. '62	10.20					St. Louis	298,604	298,604							

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.
		Rate.	Periods.	WHEN DUE.		
UNITED STATES LOANS.						
Loan of June 28, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	120	
Loan of Dec. 31, 1849.....registered	8,008,342	6	"	1867	132	
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	6	"	1868	125	
Loan of June 14, 1858.....registered	20,000,000	6	"	1868	133	
Loan of June 22, 1860.....registered	7,022,000	6	"	1865	182	
Oregon War Debt of June, 1861.....coupon	1,026,600	6	"	1874	108	
Loan of Feb. 8, 1861.....registered	10,416,000	6	"	1874	108	
Loan of July 17, 1861.....registered	50,000,000	6	"	1871	102	
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	"	1871	100	
Treasury Notes of Feb. & Aug. 1861.....coupon	52,931,000	7.3	Feb. & Aug.	1881	112	
Treasury Notes of 1863 (legal tender).....coupon	86,939,500	7.3	April & Oct.	1881	114	
Treasury Notes of 1861 & 1862 (customs).....	717,141	5	"	1881	115	
Certificates of Deposit.....	28,059,295	4	On red'm'p'n	10 d's		
Certificates of Indebtedness.....(coin)	70,814,839	5	"	1 year	103	
Certificates of Indebtedness.....(currency)	157,093,241	6	"	1 year	99	
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]						
STATE LOANS.						
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877		
Arkansas—State bonds (R. E. Bk.).....coupon	809,000	6	No int'est	1868		
California—Civil bonds of 1857.....coupon	3,727,500	6	paid for	1868		
Connecticut—War Fund bonds.....coupon	2,000,000	6	many yrs	1868		
Florida—State bonds.....coupon	143,000	7	"	1878	142	
Georgia—State bonds (R. R. & Bk.).....coupon	72,000	6	"	1880		
Illinois—New Int. Impr. stock.....inscribed	1,970,967	7	"	1872		
Indiana—State stock.....registered	5,325,500	6	"	81-'82	105	
Iowa—State stocks.....coupon	800,000	6	"	1883		
Kansas—State bonds (sinking fund).....coupon	54,000	6	Jan. & July.	1872		
Kentucky—State bonds.....coupon	4,800,000	6	"	81-'82	105	
Louisiana—State bonds (R. R. etc.).....coupon	516,130	6	"	1883		
Maine—State bonds.....coupon	1,000,000	6	"	1872		
Maryland—State bonds (st'p'g conv.).....coupon	5,585,555	6	Jan. & July.	1872		
Massachusetts—State bonds (Western R.R.).....stg.	3,995,555	6	"	63-'80	60	
Michigan—State bonds (st'p'g conv.).....coupon	5,585,555	6	"	62-'72		
Minnesota—State bonds (st'p'g conv.).....coupon	5,585,555	6	Jan. & July.	1870	103	
Mississippi—State bonds (st'p'g conv.).....coupon	5,585,555	6	"	1877	102	
Missouri—State bonds (st'p'g conv.).....coupon	5,585,555	6	"	1860	100	
Montana—State bonds (st'p'g conv.).....coupon	5,585,555	6	"	63-'80	106	
Nebraska—State bonds (st'p'g conv.).....coupon	5,585,555	6	"	1879	101	
Nevada—State bonds (st'p'g conv.).....coupon	5,585,555	6	"	1870	100	
New Hampshire—State bonds (st'p'g conv.).....coupon	5,585,555	6	Jan. & July.	1886	85	
New Jersey—State stock.....registered	561,500	5	"	1886	62	
New York—General Fd. Astor Debt.....coupon	348,107	5	"	1886	62	
North Carolina—State bonds.....coupon	9,129,505	6	"	1886	62	
Ohio—State bonds (foreign debt).....coupon	1,005,000	6	"	1886	62	
Oklahoma—State bonds (foreign debt).....coupon	1,005,000	6	"	1886	62	
Oregon—State scrip.....	55,372	6	"	1886	62	
Pennsylvania—State Stock Loans.....	131,200	4	"	1886	62	
Rhode Island—State bonds (war loan).....coupon	2,000,000	5	"	1886	62	
South Carolina—State bonds (stg).....coupon	484,444	5	"	1886	62	
Tennessee—State bonds (banks).....coupon	1,125,000	6	"	1886	62	
Texas—Had no debt in 1861.....	175,000	6	"	1886	62	
Vermont—Inscribed certificates.....	58,000	6	"	1886	62	
Virginia—Inscribed certificates (civil).....	404,000	5	"	1886	62	
Washington—State bonds (railroad).....coupon	12,634,612	6	"	1886	62	
West Virginia—No information.....	100,000	6	"	1886	62	
Wisconsin—State bonds (civil).....coupon	200,000	6	"	1886	62	
Wyoming—State bonds (war).....	100,000	6	"	1886	62	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1899	55,734	55,123	74,690	63,995	86,211	76,428	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1890	81,531	75,621	75,351	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1891	73,169	93,591	110,935	72,190	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1892	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	167,832	1,761,604
Chicago and Rock Island													
1899	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1890	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1891	83,030	63,975	77,007	76,909	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1892	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,603	138,795	135,595	1,423,439
1893	140,024	130,225	122,512	127,508	144,996	191,766	139,363	161,014	224,584	217,335	198,162	202,014	1,999,492
1894	156,934	168,151	198,119	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1899	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1890	32,192	33,408	46,346	62,392	62,392	45,985	39,500	49,671	80,819	108,737	74,331	53,554	676,754
1891	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	106,146	81,296	55,199	855,658
1892	46,605	49,103	59,249	84,725	84,706	104,815	95,340	71,306	104,094	124,737	108,956	90,991	994,677
1893	69,691	81,160	92,483	100,904	107,866	124,283	115,561	106,491	172,072	210,476	153,388	163,522	1,488,197
1894	98,123	111,495	157,962	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cleveland and Toledo:													
1899	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1890	78,170	67,210	86,200	76,032	65,907	55,095	50,386	66,573	84,603	94,406	82,467	82,400	899,499
1891	85,239	76,918	88,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1892	106,283	88,468	103,175	87,915	89,716	64,910	71,716	78,538	102,175	112,507	117,234	104,784	1,167,544
1893	145,916	146,839	168,780	121,273	100,225	100,085	91,308	102,130	132,130	140,013	144,800	134,380	1,574,893
1894	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
 Erie:													
1899	376,357	323,047	461,495	557,985	473,366	384,379	383,322	399,373	375,250	456,226	436,899	392,293	5,014,092
1890	304,705	319,593	372,296	380,343	349,953	330,657	361,819	359,114	465,235	465,959	526,908	414,764	4,651,049
1891	345,000	354,000	433,311	457,161	393,409	398,409	319,956	477,642	600,124	587,242	561,448	412,723	5,335,424
1892	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,182
1893	669,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,906	963,859	8,400,334
1894	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1895	984,837	914,133	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Galena and Chicago:													
1899	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,569,441
1890	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,890	1,462,762
1891	76,859	76,859	101,000	103,795	166,707	162,823	145,389	150,359	200,276	221,326	172,700	123,390	1,720,390
1892	109,807	105,424	74,346	90,180	168,194	225,048	100,456	129,019	188,370	203,575	169,530	145,532	1,777,541
1893	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	237,122	228,407	204,716	2,193,296
1894	143,906	169,577	177,066	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Hudson River:													
1899	192,161	190,589	175,773	121,123	141,269	115,444	125,306	155,164	156,973	170,157	157,443	232,083	1,935,434
1890	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1891	223,157	205,343	167,560	139,751	160,808	122,683	114,804	135,299	146,424	173,261	197,762	246,293	2,023,537
1892	307,330	281,568	308,963	202,346	192,442	151,427	159,769	103,442	212,118	239,911	270,083	403,571	2,922,970
1893	458,933	425,047	366,802	270,679	241,771	202,392	190,364	219,561	268,100	302,174	295,760	484,550	3,726,140
1894	501,231	472,240	356,026	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1899	132,936	134,311	154,680	153,644	144,394	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1890	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	228,196	2,464,848
1891	321,844	279,268	229,354	192,054	199,488	177,829	198,280	208,983	289,862	284,020	243,240	224,401	2,899,612
1892	190,130	236,637	181,054	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1893	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,079	424,551	4,671,028
1894	318,200	406,595	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1899	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1890	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,059	76,764	68,863	710,225
1891	56,540	77,874	90,755	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1899	37,520	32,301	39,601	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1890	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1891	85,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1892	67,130	76,132	44,925	88,177	100,967	111,260	71,587	69,352	166,417	205,054	134,242	90,000	1,224,343
1893	102,748	115,135	88,222	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1899	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1890	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	235,851	273,722	203,492	134,972	2,068,906
1891	140,925	116,938	153,170	186,951	170,362	161,391	126,553	178,773	235,690	276,181	231,265	189,077	2,189,077
1892	163,162	153,728	157,500	193,120	200,826	181,983	158,915	226,819	276,109	326,818	305,284	279,539	2,647,833
1893	248,754	230,508	254,308	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	3,267,250
1894	260,163	299,890	333,658	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Central:													
1899	101,286	102,959	151,864	143,143	127,145	119,770	108,303	150,360	210,837	226,077	181,617	132,949	1,756,416
1890	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	120,022	2,025,142
1891	142,534	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,080	200,134	2,124,514
1892	200,159	159,558	151,902	175,696	180,039	174,001	172,159	216,624	295,956	322,369	307,476	258,633	2,650,701
1893	242,073	245,857	226,432	238,495	230,453	206,221	215,449	215,449	308,169	376,457	339,193	306,196	3,168,064
1894	252,435	278,848	348,502	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
New York Central:													
1899	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1890	337,128	402,630	661,078	585,141	551,700	496,943	644,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1891	429,065	429,793	637,051	689,688	677,073	558,743	623,138	662,076	696,175	927,086	862,960	872,985	7,996,783
1892	749,168	631,956	710,814	770,223	736,114								

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	110
Convert. (guar. by Dir.)	150,000	7			1868		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	110
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	"	"	1885	95
2d Mortgage	225,705	8	"	"	1864		Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	102
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	104
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	1885	95
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Androscoggin and Kennebec:							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
\$1,100,000 Loan	804,600	6	"	or	1890	79	2d Mortgage	950,000	7	May & Nov.	"	1880	108
Stock, convert. (Coupon)	710,000	6	"	Waterv.	'63-'66		Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	174,000	7	Feb. & Aug.			
Ohio	4,000,000	7	"	"	1875	102	Income	250,500	7				
N. York	1,000,000	7	"	"	1879	80	Tunnel Right	1,000,000	7				
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	244,200	7	March & Sept.	"	1864	100
City of Portland Loan (Comp.)	1,000,000	6	Various.	N. Y., P. & Bos.	'63-'70		3d Mortgage	668,200	8	"	"	1876	
Baltimore and Ohio:							Clev. Painesville and Ashtabula:						
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Mortgage Coupon	1853.	6	April & Oct.	Baltimore.	1880	110	Special (Sabbury and Erie)	500,000	7	"	"	1878	121
"	1850.	6	Jan. & July.	"	1880	111	Dividend Mortgage	900,000	7	"	"	1880	
"	1855.	6	Jan. & July.	"	1875	111	Cleveland and Pittsburg:						
"	1854.	6	Ja. Ap. Ju. Oc.	"	1887	104	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110	2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	103
Bellefontaine and Indiana:							3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	109
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	4th Mort. (M. L.) or 3d Extension	1,059,025	6	"	"	1886	90
2d Mortgage	164,000	7	"	"	1870		River Line bonds	20,000	7	"	"	1887	
Belvidere Delaware:							Clev. Columbus and Cin.:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Cleveland Coupon	509,000	7	Jan. & July.	New York.	'64-'70	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	Cleveland and Toledo:						
3d Mortgage (do.)	889,500	6	Feb. & Aug.	"	1877		Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101
Boston Concord and Montreal:							Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	"	1872	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100	Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	1863	75
2d Mortgage (do.)	300,000	7	"	New York.	1865	102	Tol. Nor. and Clev. 2d Mort.	175,500	7	"	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		C. and T. Income Mortgage	60,150	7	March & Sept.	"	1863	
3d Mortgage Coupons	250,000	7	"	New York.	1870		C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	169,000	7	"	"	1864	
Boston and Lowell:							C. and T. Dividend (convert.)	125,410	7	April & Oct.	New York.	1865	70
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108	C. and T. Income (convertible).	25,000	7	March & Sept.	"	1870	
Buffalo, New York and Erie:							C. and T. (S. F.) Mortgage.	2,077,000	7	Jan. & July.	"	1885	117
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110	Columbus and Xenia:						
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	100	Dividend (due 1880, '61, '62, '66)	74,900	7	June & Dec.	New York.	var.	
Buffalo and State Line:							Connecticut River:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108	Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Income 1/2 in '99, 1/2 in '72	200,000	7	Jan. & July.	"	var.		Connecticut and Passump. Rivers:						
Unsecured	200,000	7	"	"	1864		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Special Erie and North-East	149,000	7	"	"	'61-'70		Cumberland Valley:						
Burlington and Missouri:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mort. on 1st Division	590,000	7	Feb. & Aug.	New York.			2d Mortgage	109,500	8	"	"	1904	
Cairo and Fulton (Mo.):							Dayton and Michigan:						
State (Mo.) Loan	650,000	6			'78-'79		1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
Camden and Amboy:							2d Mortgage	2,503,000	8	"	"	1881	100
English debt (S. F.) £453,033.	2,192,923	6	Semi-annual.	London.	1850		Dayton and Western:						
Converted Sterling Loan	798,200	6	"	"	1863		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
American Loan	762,000	6	"	New York.	1864	106	2d Mortgage	250,000	7	June & Dec.	"		40
Extra Dividend Loan	334,458	6	"	"	1864		Delaware:						
Loan for \$500,000	500,000	6	"	"	1867	105	1st Mortgage guar. by P. W. & B.	509,000	6	Jan. & July.	Philadelphia.	1875	102
" " \$800,000	790,600	6	"	"	1870	107	Guaranteed.	100,000	6	"	"	1875	105
" " \$975,000	675,000	6	"	"	1875	105	State Loan	170,000	6	"	"	1876	
" " \$1,700,000	1,700,000	6	"	"	1883	107	Delaware, Lackawanna and Wm.:						
" " \$2,500,000	567,000	6	"	"	1889	107	1st Mortgage (Lack. & Western)	900,000	7	April & Oct.	New York.	1871	111
Consolid. Mort. Loan \$5,000,000						112	1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	116
Camden and Atlantic:							2d Mortgage	2,516,500	7	March & Sept.	"	1881	110
1st Mortgage Coupon	1,037,376	7	Feb. & Aug.	Philadelphia.	1872		Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage (convertible)	1,000,000	8	"	"	1866	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	800,000	7	Jan. & July.	New York.	1866		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York	'65-'70	109	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage	600,000	7	May & Nov.	"	1875	114	Dubuque Western:						
Central Ohio:							1st Mortgage	344,000	7	"	"		
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94	2d Mortgage (convertible)	500,000	6	Jan. & July.	London.	1872	98
2d Mortgage	800,000	7	June & Dec.	New York.	1865	85	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
3d Mortgage (S. F.)	950,000	7	"	"	1876	65	1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
4th Mortgage (S. F.)	1,265,500	7	"	"	1876	65	East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000	7	"	"		
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000	7	"	"		
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688	7	"	"		
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103	State, 1st Lie.	1,602,000	7	"	"		
Chicago, Burlington & Quincy:							Endorsed by State of Tenn.	200,000	7	"	"		
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130	1st Mortgage (after State)	100,000	7	"	"		
" " " " " " " "	8,034,900	8	"	"	1883		Redeemable in Stock	66,963	7	"	"		
" " " " " " " "	755,000	8	March & Sept.	"	1890		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1860	835,500	4	July.	Frankfort O. M.	1860		1st Mortgage	757,734	7	"	"	var.	
2d Mortgage, inconvertible	135,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Chicago and Aurora, 1st Mort.	106,000	7	"	"	1864		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
Central Military Tract, 1st Mort.	83,000	8	May & Nov.	"	1868		Florida:						
" " " " 2d Mort.	25,000	8	March & Sept.	"	1876		Internal Improvement (State)	1,655,000	7	"	"	1891	
Chicago and Alton:							Free Land, 2d Mortgage	1,500,000	8	"	"	1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110	Florida and Alabama:						
1st Mortgage pref. S. F.	600,000	7	April & Oct.	"	1877	100	Internal Improvement (State)		7	"	"	1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	94	Free Land, 2d Mortgage		8	"	"	1891	
Chicago and Milwaukee:							Florida, Atlantic and Gulf Centr.						
1st General Mort.			Jan. & July.	New York.	1898		Internal Improvement (State)	300,000	7	"	"	1891	
1st " " (C. & M.) conv.			May & Nov.	"	1874		Free Land, 2d Mortgage	200,000	8	"	"	1891	
1st " " (M. & C.)			Jan. & July.	"	1874								
2d " " " "			"	"	1874								

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(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Price.	Description.	Amount.	Interest.	Interest.				Price.
			When payable.	Where payable.	Due.						When payable.	Where payable.	Due.		
Galena and Chicago Union :								Memphis and Ohio :							
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	1134		State (Tenn.) Loan	1,340,000	6					
2d Mortgage (S. F.) Coupon	1,333,000	7	May & Nov.	"	1875	112		Michigan Central :							
Elgin and State Line	159,000		Jan. & July.	"	1879			1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98	
Great Western, Ill. :								1st Mortgage S.F.g (convertible)	500,000	8	March & Sept.	"	1869	84	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1888	106		1st Mortgage (convert.) Dollar	2,598,000	8	"	N.Y. & Boston	1869	121	
" Eastern	1,850,000	7	Feb. & Aug.	"	1865	102		1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	"	1882	136	
Hannibal and St. Joseph :								Mich. Southern and N.Y. Indiana :							
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	95		Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1880	100	
Land Security	3,844,600	7	April & Oct.	"	1881	162		Northern Indiana, 1st	42,000	7	Feb. & Aug.	"	1861	107	
Convertible Bonds	822,000	7	Jan. & July.	"	1883	98		Erie and Kalamazoo	103,000	7	March & Sept.	"	1862		
Harriburg and Lancaster :								Michigan Southern, conv.	16,000	7	"	"	1863	83	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112		Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1863	81	
Hartford and New Haven :								Jackson Branch	81,000	7	"	"	1865	88	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99		Goshen Air Line	701,000	7	"	"	1863	105	
Houston :								Detroit and Toledo	812,000	7	"	"	1876	105	
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877			1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	1885	116	
Houston and Texas Central :								2d General Mortgage	2,656,500	7	"	"	1877	109	
State (1st Lien) Loan	210,000							*Milwaukee and Beloit :							
Mortgage	125,000	7				1866		1st Mortgage	630,000	8					
Hudson River :								*Milwaukee and Horicon :							
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116		1st Mortgage	420,000	8					
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	120		2d Mortgage	600,000	8					
3d Mortgage	1,840,000	7	May & Nov.	"	1875	156		Milwaukee and Prairie du Chien :							
Convertible	1,002,000	7	"	"	1867	158		1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	111	
Illinois Central :								Minnesota and Pacific :							
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868			Real Estate	1,200,000	7	Jan. & July.	"	1892		
Construction	11,432,500	7	April & Oct.	London.	1875			1st Mortgage	350,000	7	"	"	1893		
Construction	2,896,500	6	"	New York.	1875	119		Mississippi Central :							
Eight per cent. bonds	287,000	8	March & Sept.	"	1865			1st Mortgage	1,007,363	7					
Indiana Central :								Mississippi Central and Tenn. :							
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866			State (Tenn.) Loan	529,000	6					
2d Mortgage	564,000	10	"	"	1866	120		Mississippi and Missouri :							
Income	20,500							1st Mortgage (convertible)	1,000,000	7		New York.			
Indianapolis and Cincinnati :								2d Mortgage (S. F.)	400,000	8		"			
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106		Oskaloosa Division	500,000	7		"			
2d Mortgage	400,000	7	"	"	1862	100		1st Land Grant	2,000,000	7		"	79		
Real Estate Mortgage	200,000	7			1858	68		2d Land Grant	700,000			"			
Ind., Pittsburg and Cleveland :								Mississippi and Tennessee :							
1st Mortgage	650,000	7	Jan. & July.	New York.	1870			Tennessee State Loan	98,000	6			1885		
2d Mortgage	314,000	7	"	"	1870			Mississippi State Loan	202,799	6					
Indianapolis and Madison :								1st Mortgage	171,000	7			1876		
Mortgage	661,000	7	May & Nov.	New York.	1881	83		Mobile and Ohio :							
Jeffersonville :								City (Mobile) Tax Loan	400,000	6					
1st Mortgage	187,000	7	March & Sept.	New York	1861	75		Tennessee State Loan	674,860	6					
2d Mortgage	392,000	7	April & Oct.	"	1873	70		Alabama State Loan	389,410	6					
*Kennebec and Portland :								Income	1,508,070	8	Jan. & July.	New York.	'61-'67		
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870			Sterling	878,036	6			1883		
2d Mortgage	230,000	6	"	Augusta.	1861			Mississippi State Loan	200,976	6					
3d Mortgage	250,000	6	"	"	1862			Montgomery and West Point :							
*Kentucky Centr. (Cov. and Lex.)								Alabama State Loan	122,622						
1st Mortgage	160,000	6						Mortgage (due 1860, '63 and '65)	350,000	6			var.		
2d Mortgage	200,000	7						Mortgage	450,000	8			1868		
3d Mortgage (convertible)	1,000,000	7						Muscogee :							
2d Mortgage	600,000	7						1st Mortgage	240,000	7					
Guaranteed by Covington	200,000	6						Nashville and Chattanooga :							
Cincinnati (exchanged)	100,000	6						Mortgage (State endorsed)	1,500,000						
Keokuk, Ft. D. Moines and Minn. :								Chat. and Clev. Subac. (endors.)	231,000						
City of Keokuk, 20 years	400,000	8						*New Albany and Salem :							
City of Keokuk (special tax)	150,000	10						Crawfordsville	175,000	7					
Keokuk, Mt. Pleasant and Muscat.								1st Mortgage	500,000	10					
Lee County	150,000	8						1st Mortgage	2,235,000	6					
City of Keokuk	200,000	8						N. Hay., N. Lond. and Ston'gton :							
La Crosse, Viroqua & Mineral Pt. :								Mortgage	450,000	7	March & Sept.	New Haven.	1861		
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888			2d Mortgage	200,000	6	Jan. & July.	"	1863		
Lehigh Valley :								Extension	116,000	6	May & Nov.	"	1878		
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111		New Haven and Northampton :							
La Crosse and Milwaukee :								1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869		
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89		New Jersey :							
2d Mortgage (Eastern Div.)	1,000,000	7						Company's (various)	688,000		Semi-ann'ly.	New York.	var.		
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.		44		New London Northern :							
2d Land Grant (Western Div.)	353,600	7	"	"		44		1st Mortgage	51,000	7	Jan. & July.	New London.	1871		
3d Mortgage (whole road)	1,700,000	7						N. Orleans, Jackson and Gt. North. :							
Unsecured Bonds	1,785,000	7						State (Miss.) Loan	255,000	5			'63-'4'8		
Lexington and Frankfort :								1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886		
Mortgage, due 1864, '69 and '74	130,000	6				'64-'74		N. Orleans, Opelousa, and Gt. West. :							
Little Miami								Louisiana State Loan	641,000	6					
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103		New Orleans City Subscription	1,500,000	5					
Long Island :								1st Mortgage (S. F.)	566,000	8			1869		
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876			New York Central :							
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101		Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883		
Extension Bonds	175,000	7	May & Nov.	"	1890	101		Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	"	1864		
Long Dock Co. :								Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876		
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110		Exchanged S'tks (S. F.) B'ds	663,900	6	May & Nov.	"	1883		
Mortgages Land	473,909	7	"	"				" "							

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	85
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1882	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (Irredeemable)	1,500,000	6	"	"			Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (\$267,000)	324,000	6			1880	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877		Coupon	150,000				1875	
N. C. Contract	7,100	6	Jan. Ap. Ju. Oc.	"	1876		Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	110	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	38
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104	3d Mortgage	440,000	7	"	"	1863	114
2d Mortgage	3,077,000	7	"	"	1861	39	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	90	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103	2d Mortgage	997,000	7			1866	
Chattel Mortgage	380,000	10	"	"	1887	130	3d Mortgage	1,000,000	7			1875	
Northern (N. H.):							Six per cents	422,324	6			1875	
Bonds due 1864 and 1874	229,700	6	April & Oct.	Boston.	74-74	104	Sandusky, Mansfield and N'wark:						
Norwich and Worcester:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Saratoga and Whitehall:						
Bonds for Dividend Scrip.	100,000	7	"	New York.	74-74		1st Mortgage	250,000	7	April & Oct.	New York.	1858	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	73-70		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1860	
Ohio and Mississippi (O. and Ind.):							Seaboard and Roanoke:						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872		1st Mortgage	300,000	7			1880	
2d Mortgage	258,000	7	April & Oct.	"	1880		2d Mortgage	75,000	7			1870	
Construction	4,242,000	7	March & Sept.	"	1876	17	Dividend Bonds	123,038	7			1873	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	86	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"	77-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"		60	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	*Stenbenv. and Ind. (P. C. and C.):						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Pennsylvania:							2d Mortgage	900,000	7	"	"	1865	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115	2d Mortgage	1,000,000	7	"	"	1865	
2d Mortgage	2,421,000	6	April & Oct.	"	1875	110	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,126,400	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.	90	
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mortg. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871		Mortg. (half to State)	7,000,000	5	Jan. & July.	"	75-78	
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
State (Va.) Loan (S. F.)	800,000	7					2d " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1869-70-75)	365,000	6				var.	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	97
3d Mortgage (1862-70-72)	378,000	6				var.	" " (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-68)	175,000	6				var.	" " Income (series E)	1,700,000	7	"	"	1894	93
Last Mortgage (1861 to 1869)	133,500	8				var.	Tennessee and Alabama:						
Phila., Germantown and Norristown:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	107
" 1836	192,000	5	"	"	1880	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1849	3,084,600	6	April & Oct.	"	1870	107	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	95
" 1861	273,000	6	Jan. & July.	"	1871	109	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1843	1,531,300	6	"	"	1880	108	Interest Bonds	245,700	7			90	
" 1844 (convertible)	863,000	6	"	"	1880	122	*Vermont Central:						
" 1848	124,000	6	"	"	1880	110	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	94
" 1849	83,000	6	"	"	1880	110	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	29
" 1857	3,417,000	6	"	"	1886	164	Virginia Central:						
" 1858	1,470,000	7	"	"	1886	125	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Phila., Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141	Mortgage (coupons)	926,000	6	"	New York.	1884	
Improvement	88,500	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage	500,000	6	"	New York.	1872	80
Pittsburg, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	117	Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87
" (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	800,000	7	Jan. & July.	"	1912	115	Watertown and Rome:						
" (series H)	800,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
" (series I)	800,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series J)	800,000	7	April & Oct.	"	1912		Sterling (\$899,900)	4,319,520	5	April & Oct.	London.	78-71	
" (series K)	800,000	7	May & Nov.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	106
" (series L)	800,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	76-76	109
3d " (series M)	800,000	7	Jan. & July.	"	1912	105	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	8	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
"	39,420	8	May & Nov.	"	1865		Wilmington and Manchester:						
Pittsburg and Stenbenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	69
Mortgage	500,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	74-74		Mortgage payable in England.	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1858	144,500	6			1863	
1st Mortgage	1,300,000				1873		Company's endorsed by State.	180,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.	Price of shares.
M.	M.	M.	M.	No.	No.	No.															
ALABAMA.																					
30 Jun. '60	65.0			50.6			Alabama and Florida	1,451,336			877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '59	30.3			58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852			
31 May '60	109.6			57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,486	2,476,023	109.6		207,626	111,232			
30 Jun. '59	57.0			171.3			Mobile and Girard	1,500,000							57.0	238,791	76,773	21,006			
1 May, '61	469.3	13.5		49.4	40	28	Mobile and Ohio	12,000,000									1,402,858	695,370			
29 Feb. '60	88.5	28.4			23	14	Montgomery and West Point	1,838,718	427,255	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,150	260,269	6		
ARKANSAS.																					
3 Nov. '58	38.5			107.5			Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																					
20 Dec. '60	22.5						Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,504			
CONNECTICUT.																					
1 Feb. '63	23.8		8.2		4	5	Danbury and Norwalk	344,475	66,488		307,010	100,000		418,825	23.8	47,301	61,546	36,019	5		
30 Sep. '62	122.4	15.0		75.1	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		1,936,740	2,087,500	211,574	4,443,554	122.4	239,088	301,402	126,918			
31 Aug. '63	61.4	1.6	64.5		18	21	Hartford and New Haven	3,260,095	254,000	141,706	2,550,000	927,000		4,181,255	73.0	404,297	958,459	596,153	17	142	
31 Dec. '62	74.0		8.9		11	17	Housatonic	2,439,775			2,000,000	240,000	61,872	2,625,236	124.0		284,485	70,187			
31 Dec. '62	57.0		1.3		7	11	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0		206,420	97,700	6		
31 Dec. '62	62.0		2.6		6	12	N. Haven, N. London and Ston.	1,454,040			738,538	750,000	156,429	1,644,967	62.0	127,390	135,072		117 1/2		
31 Dec. '62	75.9	8.9	7.2		3	3	New Haven and Northampton	1,774,455	38,023		1,010,000	650,000		1,812,475	operated by N. Y. & N. H.		151,731	38,706	4	90	
31 Dec. '62	66.0		5.9		7	7	New London Northern	677,552			602,152	75,526		696,827	66.0	156,905	151,731	38,706			
31 Mar. '63	61.3	1.0	63.8		28	74	New York and New Haven	4,643,832	712,493		3,000,000	2,000,000		5,754,362	117.4	518,810	1,036,437	454,096	12	160 1/2	
20 Nov. '62	59.4	7.0	8.5		15	17	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927		104 1/2	
DELAWARE.																					
31 Oct. '60	84.3			10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2						Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	5.0		27,238	10,290	9		
FLORIDA.																					
30 Apr. '60	154.2			150			Florida	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,567	3,535			
— '62	32.0			3.0	13.0	3	Florida and Alabama														
— '62	59.9			5.0			Flo., Atlantic and Gulf Central														
— '62	100.0	3.9		10.0	153.5		Pensacola and Georgia								29.4						
GEORGIA.																					
30 Jun. '60	86.7				16	7	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125	
— '62	92.6			8.7	70.9		Atlantic and Gulf—M. Trunk								30.0						
31 Dec. '60	53.0						Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988	95,612			
30 Apr. '60	43.5			23.7			Brunswick and Florida	755,000			151,887				31.0						
30 Nov. '60	191.0				53	62	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	704,574	10		
31 Mar. '60	171.0	61.0					Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		8,123,343	232.0		1,159,188	528,048	8	100	
30 Nov. '60	102.5				19	16	Macon and Western	1,500,000			1,500,000		12,295	1,658,977	102.5	226,241	404,618	212,676	19	72	
31 July '59	50.0				7	2	Muscogee	774,244	162,534		689,950	249,000		1,026,968	50.0		202,714	110,516	8		
1 May, '58	68.1				3	4	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8	16.2		18	22	South Western	3,770,425			2,921,900	396,500	19,913	3,822,913	106.1						
30 Sep. '59	138.0				52	24	Western and Atlantic	5,901,497	*		—	—	—	—	188.0		832,343	454,541			
ILLINOIS.																					
31 Dec. '62	220.0				35	38	Chicago and Alton	8,117,539			4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	8	90 1/2	
30 Apr. '63	138.0		26.0		73	46	Chicago, Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594		13,179,500	263.0	1,306,146	2,412,821	1,206,039	8	148 1/2	
1 Apr. '63	242.0			29.0	36	23	Chicago and Northwestern	12,325,889	510,983		3,731,316	8,335,000	226,641	13,147,136	242.0		1,083,054	448,508	5	60 1/2	
31 Mar. '63	181.8				61	57	Chicago and Rock Island	7,069,728			5,603,000	1,467,000		7,743,039	228.4	1,030,884	512,914	513,100	6	135	
31 Dec. '63	121.0	138.7	50.0		74	51	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,505,000		10,952,115	341.7	1,484,095	2,201,481	1,279,400	6	131	
31 Mar. '63	174.5	5.5	14.3		21	22	Great Western	4,039,561			1,648,561	2,350,000		4,214,342	180.0		742,997	1,277,476	6	65 1/2	
31 Dec. '63	454.8	262.5		116	101		Illinois Central	28,610,229			19,015,970	17,320,000		36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	151 1/2	
— '63	148.0						Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403		6,000,000	208.0						
31 Dec. '63	195.0	14	12.2		31	30	St. Louis, Alton & Terre Haute	10,600,000			3,900,000	6,700,000		10,000,000	209.0	18 mos.	2,202,415	704,650	86 1/2		
INDIANA.																					
31 Aug. '57	109.0						Cincinnati and Chicago	2,080,433	*		1,106,679	1,006,125			108.0						
31 Dec. '62	72.4				19	17	Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,342			
1 Dec. '62	84.0				19	17	Indiana Central	1,667,039	274,081	26,841	611,050	1,254,500	15,900	2,102,761	109.0		442,893	168,541	7	72	
1 Dec. '62	84.0				23	19	Indianapolis and Cincinnati	2,497,962	540,493	26,859	1,639,900	1,362,284	140,689	3,468,108	110.0		448,858	230,834	9	100	
1 Dec. '62	84.0						Ind., Pittsburg and Cleveland	1,879,880		10,000	835,971	991,400	11,036	2,103,839	84.0		450,079	247,338			
1 Dec. '62	78.0		11.0		15	14	Jeffersonville	1,549,518		275,334	1,015,907	621,000		2,175,223	108.0	312,859	527,863	268,166			
1 Dec. '62	86.0	46.0	3.0		17	10	Indianapolis and Madison	1,433,812			772,812	661,812		1,538,738	132.0		285,974	104,951	100		
— '62	288.0						Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,400	36 1/2		
30 Nov. '63	73.0				21	17	Terre Haute and Richmond	1,611,450	285,679		1,517,450	94,000		2,326,955	73.0	357,302	774,616	307,527	13	125	
IOWA.																					
1 Jun. '58	75.5			201.5			Burlington and Missouri	1,514,257	*		752,733	665,000	92,663	1,542,768	50.0						
31 Dec. '58	86.0						Chicago, Iowa and Nebraska	1,350,000			516,072	860,000	369,034		86.0	7 mo's	85,239	46,771			
31 Dec. '63	100.0		269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951		2,998,253	300,000	37,026	3,529,922	100.0	134,831	276,197	155,889			
1 Jun. '58	38.5			101.3	4	4	Keok., Ft. Des Moines & Minn.	1,037,876	82,499		921,449	570,000		38.5	11 mo's	458,821	21,366				
— '62	136.0	95.0		312.0			Mississippi and Missouri	4,198,000			2,760,600	4,600,000	16,000		23.0					64	
KENTUCKY.																					
31 Oct. '59	80.0						Covington and Lexington	3,743,971	276,024		1,582,169	2,930,000	33,7532	4,375,993	111.8		426,408	227,534			
30 Jun. '62	29.0				13	10	Lexington and Frankfort	596,728	52,300		514,573	130,000		746,068	29.0	215,031	78,985	26,794	2	80	
30 Jun. '62	65.1						Louisville and Frankfort	1,396,229	123,735	6,540	1,014,587	402,519		1,655,859	65.1		179,251	62,421	2	66	
30 Jun. '63	185.0	83.0	18.2		43	27	Louisville and Nashville	9,128,757			5,892,199	2,997,500	76,715	9,797,911	298.0	595,258	1,777,983	1,062,165			
LOUISIANA.																					
31 Dec. '60	80.0			178.0	12	12	N. O. Opelousas and Gr. West'n	3,954,420	505,200		3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	225,540			
31 Mar. '61	206.0			205.0	46	37	N														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Road and Appurtenances." A dash (-) signifies "un-
Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
M.	M.	M.	M.	No.	No.	No.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	M.	M.	\$.	\$.	P. c.			
MAINE.																							
30 Nov. '62	55.0				6	4	74	Androscoggin	1,060,000				161,833			205,584	757,381	86.5	76,844	70,761	43,461		
30 Jun. '62	149.0		25.0		17	34		Atlantic and St. Lawrence	6,788,205	887,734			2,494,900	3,008,491			7,983,475	149.0	oper. by	182,963	172,113	91,487	
30 Sep. '61	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,284				1,287,779		271,143	2,990,998	109.5	139,963	172,113		174,028		
31 May, '63	99.7	9.5			13	20	231	Maine Central	4,211,878		21,925	1,050,860	3,008,491	139,962		4,259,303	109.2	186,240	323,032		170,276		
31 May, '63	51.3				10	4	108	Portland, Saco and Portsmouth	1,494,792		100,000	1,600,000				1,632,446	51.3		283,197		28,204		
31 May, '69	37.0							Somerset and Kennebec	783,763			169,200	556,600				37.0		55,403				
MARYLAND.																							
30 Sep. '60	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8		3,922,203	2,306,788	6	121		
30 Sep. '60	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	127		
31 Dec. '63	138.0	4.0	16.4		53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,350,000	10,346,232	261.0	1,012,096	2,307,448	620,551	60	130			
MASSACHUSETTS.																							
30 Nov. '62	26.7	1.8	43.6		21	37	602	Boston and Lowell	245,145	183,345		1,830,000	440,000	21,046	2,755,515	70.9	336,566	421,949	136,191	61	115		
31 Mar. '63	74.3	8.8	61.1		33	72	454	Boston and Maine	2,980,350	400,463	496,903	4,076,974			5,026,336	119.3	630,540	945,980	450,302	8	134		
30 Nov. '62	47.0	7.0	32.5		25	40	209	Boston and Providence	3,962,600	207,400		3,160,000	124,720		4,362,989	61.3	435,121	702,222	356,362	8	134		
30 Nov. '62	44.0	24.0	60.1		30	68	273	Boston and Worcester	2,062,594	437,416	100,000	4,500,000		93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	145		
30 Nov. '62	46.0	1.1	2.7		7	15	102	Cape Cod Branch	14,907,760	123,865		681,634	141,600		1,085,074	47.1	75,219	1,026,227	50,053	24	69		
30 Nov. '62	50.0	2.4	8.8		12	19	176	Connecticut River	1,614,388	187,558		1,591,100	250,000		1,900,919	52.4	170,018	268,152	133,854	6	114		
30 Nov. '62	44.2	30.5	26.2		26	54	413	Eastern	3,912,207	315,165	264,102	2,863,400	1,912,600	30,000	4,768,000	89.0	452,168	685,629	315,734	111			
30 Nov. '62	60.9	62.5	74.5		23	46	646	Fitchburg	3,189,851	350,149		3,540,000			3,829,341	93.4	342,542	580,580	254,146	6	123		
30 Nov. '62	12.4		2.3		2	8	26	Lowell and Lawrence	332,835	30,275		200,000	75,000	11,752	367,182	12.4		21,780	21,780	6	125		
30 Nov. '62	14.6	17.2			11	19	337	Nashua and Lowell	558,919	95,684		600,000			802,401	71.0	145,518	133,183	45,883	5	128		
30 Nov. '62	20.1	1.6	1.1		6	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000		800,000	36.7	42,362	44,578	9,633	8	127		
30 Nov. '62	25.0		0.6	8.0		4	13	N. York and Boston Air Line	832,464	46,299		236,701	550,000		1,019,373	25.0	55,624	580,150	312,031	6	132		
30 Nov. '62	79.5	7.8	26.5		24	61	455	Old Colony and Fall River	3,003,415	354,033		3,015,100	386,500	134,055	4,175,740	102.1	885,583	327,457	161,357	8	137		
30 Nov. '62	43.4	1.0	14.9		13	18	332	Providence and Worcester	1,409,986	262,815		1,600,000	97,000		1,697,000	44.4	206,964	276,457	17,500	4	119		
30 Nov. '62	16.9		1.7					Salem and Lowell	351,470	82,543		243,503	226,900	464	471,170	oper. by R.	61,510	134,018	23,376	9	110		
30 Nov. '62	11.1	0.6	1.2		3	10	70	Taunton Branch	260,000			250,000			228,740	oper. by R. & T.	216,065			40			
30 Nov. '62	6.1		36.5		11	13	180	Troy and Greenfield	1,756,370	207,343		922,810	979,308	42,352	1,945,470	77.3	516,900	712,342	216,065	115,241	44		
30 Nov. '62	69.8	8.0	5.5		73	61	1,179	Vermont and Massachusetts	3,303,557	1,095,712		2,214,225	980,925	47,000	4,142,472	218.0	1,257,201	2,095,922	984,564	8	163		
30 Nov. '62	16.1	17.3	126.6		10	12	145	Western (incl. Alb. & W.S. etc.)	10,122,764	1,147,044		5,160,000	6,417,520	1,130	14,244,475	45.7	164,245	200,744	92,979	64	90		
30 Nov. '62	45.7		9.3					Worcester and Nashua	1,147,044	123,353		1,141,000	141,600	1,130	1,356,445								
NEW HAMPSHIRE.																							
31 Mar. '63	93.5		5.0		14	10	232	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000		2,992,686	93.5		247,279	124,406		191		
30 Nov. '62	53.6				11	11	502	Cheshire (preferred)	2,839,713	*		2,085,592	908,700		3,049,732	63.6	263,324	298,056	104,643				
31 Mar. '62	34.5				21	22	494	Concord (par \$50)	1,600,000	*		1,500,000			1,564,506	61.3		243,051	112,327	7	67		
31 Mar. '62	29.3		2.8					Manchester and Lawrence	1,065,245	*		1,000,000	12,300	20,904	oper. by C'd	162,428	74,856			7	121		
30 Nov. '62	29.3		2.3		2	4	480	Merrimac and Conn. Rivers	698,258	*		595,588	568,000		62.7		24,916	12,395					
30 Nov. '62	69.2	13.0	12.5		24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	220,700		82.6		312,171	128,652	4	91			
31 Mar. '62	24.7		2.2		5	2	50	Sullivan	1,480,730	*		500,000	760,000	277,210	24.7		68,040	15,366					
NEW JERSEY.																							
31 Dec. '62	64.2		8.1					Belvidere Delaware	3,170,126	*		997,862	2,089,500	173,982	3,261,344	76.0		259,921	113,533	10	151		
31 Dec. '62	60.9	32.2		8.0				Camden and Amboy	5,009,200	*	3,971,080	8,620,181			124.2		3,040,148	1,728,548		10	181		
31 Dec. '62	63.9							Camden and Atlantic	1,837,336	*		1,000,553	1,037,376	117,095	2,155,024	60.2		144,386	65,128		15		
31 Dec. '62	64.0		43.0		3 ⁰⁰	25	540	Central of New Jersey	4,916,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175		
31 Dec. '62	63.0				11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000		1,766,710	53.0	147,000	226,448	101,520	7	124		
31 Dec. '62	33.5							New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	612,349	1,111,097	652,124	10	165		
31 Dec. '62	21.3				2	6	17	Northern New Jersey	4,222,297	*		156,850	204,200	77,798	438,798	21.2		90,615	20,592		165		
31 Dec. '62								Raritan and Delaware Bay	2,450,417	*		1,203,553	1,250,000	143,698	2,597,161		[2 mos.]	10,588					
31 Dec. '62	24.5							Warren	1,907,760	*		1,307,760	600,000		1,907,760	24.0		239,889	124,742	64	110		
31 Dec. '62	38.5			47				West Jersey	821,984	*		581,893	212,500	81,743	821,984		82,936	90,122	43,623				
NEW YORK.																							
30 Sep. '62	43.9		2.8		4	4	60	Atlantic and Great Western	2,250,277	85,207		687,872	1,607,500	25,568	2,320,940	49.9	140,555	224,413	123,989				
30 Sep. '62	142.0		13.0		28	32	402	Buffalo, New York and Erie	3,188,461		160,677	850,000	2,426,714	135,547	3,680,562	176.0	609,076	823,452	276,456		100		
30 Sep. '62	68.3		14.5		29	24	389	Buffalo and State Line	2,277,538	508,576	149,000	1,977,590	949,000		2,926,590	88.0	437,522	1,307,921	636,570	11	201		
31 Dec. '63	160.0	97.0	320.0		243	109	8,997	Erie	38,404,648	*	266,929	20,105,200	19,961,000		42,841,666	807.0	5,868,687	10,469,481	8,511,414	74	128		
30 Sep. '62	144.0	4.0	115.1		65	117	688	Hudson River	10,749,863	1,363,931		3,755,466	9,363,750	298,424	13,420,640	148.0	1,162,645	2,637,520	1,289,954		156		
30 Sep. '62	96.0	2.5	11.4		14	37	111	Long Island	2,567,162	361,312		1,852,716	732,462	15,213	2,928,474	100.5	226,611	293,457	109,137	24	50		
30 Sep. '62	297.8	258.1	400.0		329	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,869,860	654.9	5,692,223	10,897,631	3,994,999	7	143		
30 Sep. '62	130.7	2.1	29.0		32	77	441	New York and Harlem	9,385,740	650,804		5,717,100	6,995,061	60,138	11,781,297	103.9	507,373	1,184,003	456,698		174		
30 Sep. '62	13.0	3.8	17.8		28	14	450	Northern (Ogdensburg)	4,091,455	723,524		4,571,900	1,494,900		6,066,800	121.8	341,704	492,433	176,763		14		
30 Sep. '62	36.9		2.2		6	10	54	Oswego and Syracuse	698,935	116,626		396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,560	7			
30 Sep. '62	25.2		2.0		7	11	66	Rensselaer and Saratoga	742,980	157,045		610,000	244,750		900,028	27.2		276,276	66,845				
30 Sep. '62	172.1	17.5	15.4		22	17	363	Rome, Water'n & Ogdensburg	3,092,378	368,305		1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105		
30 Sep. '62	21.0		1.6					Saratoga and Schenectady	480,634			300,000	65,000		490,684	incl. in Ren.							
30 Sep. '62	40.9	6.6	3.9		8	11																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of share.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Mileage run by locomotives with trains.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
PENNSYLVANIA.																							
31 Oct. '92	88.0						Atlantic and Great Western	5,500,000			2,000,000	3,500,000			5,500,000	88.0							
31 Oct. '92	24.5						Beaver Meadow	1,042,642	317,329		1,816,150	1,500			1,817,650	24.5							
31 Sep. '92	65.0						Oatawissa	3,634,000			3,350,000	284,000			3,749,762	65.0							
31 Oct. '92	52.0	4.0	4.2				Cumberland Valley	1,128,687			966,000	270,500			56,545	1,384,450	52.0						
31 Oct. '92	110.7	2.3	4.3				Del., Lackawanna and West'n	9,249,338			5,596,200	4,229,000			637,114	10,862,314	110.7						
31 Oct. '92	35.8	1.1	3.0				East Pennsylvania	873,116	106,345		492,190	593,500			27,478	1,118,168	35.8						
31 Dec. '92	78.0						Elmira and Williamsport	2,083,607			1,000,000	1,000,000			Leas'd to North'n Cen.	196,907	78.0						
31 Oct. '92	18.6						Erie and Northeast	700,000			600,000	400,000			1,000,000	126,490	18.6						
31 Oct. '92	38.9	13.6	17.0				Harrisburg and Lancaster	1,882,560			1,182,560	700,000			1,882,560	38.9							
31 Oct. '92	32.0						Hempfield	1,616,560	41,340		1,609,966	500,000			109,000	2,409,966	32.0						
31 Oct. '92	31.3	19.2	3.8				Huntingdon and Broad Top	1,423,481			570,961	1,166,030			289,153	2,028,144	31.3						
31 Dec. '92	80.0						Lackawanna and Bloomsburg	3,529,993			1,335,000	1,128,030			282,457	3,787,913	80.0						
31 Oct. '92	40.0	26.0	18.5				Lehigh Valley	3,373,022			2,297,250	1,465,000			31,547	3,927,355	40.0						
31 Oct. '92	23.8	5.8	8.0				Little Schuylkill	1,371,898			2,256,100	990,000			72,000	3,285,700	23.8						
31 Oct. '92	24.5	105.6	62.8				Mine Hill and Schuylk. Haven	3,252,265			3,250,000					2,252,265	139.0						
30 Nov. '92	55.6	13.2	8.8				North Pennsylvania	4,535,476	406,187		3,147,350	3,106,360			297,000	6,447,780	55.6						
31 Dec. '92	55.8	55.8	31.7				Pennsylvania	19,508,347	3,582,304		13,274,100	9,627,400			28,324,213	55.8							
31 Oct. '92	17.0	7.0	10.5				Phila., Germant'n & Norrist'n	1,621,520	236,289		1,243,500	438,900			1,862,096	17.0							
31 Oct. '92	190.0						Phila. and (Sunbury) Erie	12,129,857			4,822,459	6,992,500			157,739	12,129,857	190.0						
30 Nov. '92	147.4	5.5	18.9				Philadelphia and Reading	21,762,390	3,765,774		11,548,929	12,036,100			994,460	25,528,164	147.4						
31 Oct. '92	23.2						Philadelphia and Trenton	552,422	61,460		999,200	250,000			1,249,200	23.2							
31 Oct. '92	95.9						Phila., Wilmington and Balt.	6,979,924	744,425		5,620,500	2,579,000			9,508,406	95.9							
31 Oct. '92	69.5						Pittsburg and Connellsville	2,064,387	124,432		1,767,373	1,500,000			82,530	3,665,329	69.5						
31 Dec. '92	468.3						Pittsb., Ft. Wayne & Chicago	18,191,294			6,164,532	12,938,173			19,932,741	468.3							
31 Dec. '92	28.0						Shamokin Valley & Pottsville	11,773,773	112,824		900,000	791,507			Leas'd to North'n Cen.	40,476	28.0						
31 Oct. '92	29.6						Tioga	719,914	77,999		97,550	396,500			65,828	797,913	29.6						
RHODE ISLAND.																							
31 Aug. '93	50.0						N. Y., Providence and Boston	2,158,000			1,508,000	266,800				50.0							
30 Nov. '92	13.6						Providence, Warren & Bristol	424,943	13,299		437,917	8,500				13.6							
SOUTH CAROLINA.																							
31 Dec. '92	54.9						Charleston and Savannah	801,615	24,372		706,265	195,266			197,905	1,099,536	54.9						
31 Dec. '92	109.6						Charlotte and South Carolina	1,719,045			1,201,000	384,000				109.6							
1 Jan. '93	143.2						Greenville and Columbia	2,439,769			1,429,008	1,145,000			345,546	3,403,554	143.2						
25 Feb. '93	102.0						North-Eastern	2,011,652			985,743	960,410			108,172	2,057,325	102.0						
31 Dec. '92	136.0						South Carolina				2,643,833					1,499,636	136.0						
TENNESSEE.																							
30 Sep. '90	47.6						Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000			99,110	1,137,707	47.6						
1899	30.0						East Tennessee and Georgia	3,637,367			1,289,673	2,020,000				3,637,367	30.0						
1899	140.0						East Tennessee and Virginia	2,301,033	166,284		1,289,673	1,902,000			390,407	3,581,080	140.0						
1899	271.6	19.4	20.0				Memphis and Charleston	5,866,576	878,069		3,809,949	2,659,000			260,112	7,627,797	271.6						
1899	271.6	16.0	20.0				Memphis and Ohio	2,259,267	141,144		670,000	1,361,000			145,000	3,761,411	271.6						
1899	100.0						Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000				2,798,721	100.0						
1899	69.0						Mississippi and Tennessee	1,137,400			798,285	554,949			519,518	1,852,812	69.0						
1899	47.4						Mississippi Central and Tenn.	892,710	82,908		317,447	632,500			22,269	1,242,427	47.4						
1899	34.2						McMinnville and Manchester	633,507	56,516		144,894	408,000			5,000	1,148,817	34.2						
30 Nov. '90	149.7	44.0	7.9				Nashville and Chattanooga	3,632,882			2,056,544	1,731,000				3,787,544	149.7						
1899							Nashville and Northwestern																
1899	45.8						Tennessee and Alabama	76,016	76,016		595,922	860,000			204,544	1,456,482	45.8						
1899	30.0						Winchester and Alabama				126,982	413,000			408,477	540,459	30.0						
TEXAS, (all aided by State).																							
— '93	32.0						Buffalo Bayou, Braz. & Col'do										32.0						
— '93	56.0						Galveston, Houst. & Henderson										56.0						
— '90	50.0						Houston and Brazoria	1,250,000			275,000	240,000			171,500	1,466,500	50.0						
1 May '90	70.0						Houston and Texas Central	4,232,345			455,000	975,000			359,000	5,566,345	70.0						
— '90	26.0						San Antonio & Mexican Gulf.										26.0						
VERMONT.																							
31 Aug. '93	110.8						Connect. & Passumpsic Rivers	1,783,542	195,647		1,280,400	800,000				110.8							
31 Aug. '92	119.6						Rutland and Burlington	3,969,708	556,275		2,233,376	3,188,038			663,019	6,379,439	119.6						
31 Aug. '92	62.5						Rutland and Washington	950,000	231,683		1,097,000					62.5							
31 May. '92	117.0						Vermont Central	8,402,056			5,000,000	3,500,000			1,500,000	17,402,056	117.0						
30 Jun. '92	47.0	8.5	4.1				Vermont and Canada	1,675,500			1,378,500				1,378,500	47.0							
30 Jun. '92	23.7						Vermont Valley	1,212,274	89,512		516,164	798,200			110,145	2,010,476	23.7						
30 Jun. '92	50.0	5.5	3.6				Western Vermont	1,083,500			332,000	700,000				1,083,500	50.0						
VIRGINIA.																							
1 Aug. '90	41.3						Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188			88,181	1,484,194	41.3						
30 Sep. '90	77.8	8.9	3.8				Manassas Gap	2,942,548	210,680		2,999,861	775,500			118,789	3,785,250	77.8						
30 Sep. '90	79.2						75 Norfolk and Petersburg	2,006,873	122,166		1,500,124	500,610			155,161	2,656,964	79.2						
30 Sep. '90	103.5						Northwestern Virginia	5,322,150			468,065	5,719,229				5,322,150	103.5						
30 Sep. '90	88.3	68.4	10.0				Orange and Alexandria	2,083,665	251,500		2,083,665	500,056				2,083,665	88.3						
30 Sep. '90	123.3	10.1					Petersburg and Lynchburg	3,040,636	374,990		1,385,300	1,851,500			202,842	4,745,236	123.3						
30 Sep. '90	59.2						Petersburg and Roanoke	1,223,526			838,200	102,500			5,799	1,436,527	59.2						
30 Sep. '90	140.5	2.7	12.0				Richmond and Danville	3,726,037			1,981,197	1,200,000			75,905	6,753,665	140.5						
30 Sep. '90	75.1						Richm., Frederic & Potomac	1,985,679			1,041,880	643,960			96,828	2,670,517	75.1						
30 Sep. '90	23.2	2.8	3.1																				

New York Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
American Coal Co.	110	108	109	109	108	108
Buffalo, N. Y. & E. I. M.	145	140	140	140	142	142
California 7s	74	73	74	74	74	74
Canton Co.	74	73	74	74	74	74
Central Am. Translt.	56	54	58	57	57	55
Chicago & Alton	100	100	100	98	99	99
" pref.	108	108	108	108	108	108
" 1 M.	108	108	108	108	108	108
" Inc. b'ds 92	92	93	109	110	110	110
Chicago, Burl. & Q.	143	143	143	143	143	143
" 8 p.c. 123	123	123	123	123	123	123
Chic. & Northwest'n.	67	66	66	66	68	69
" pref.	82	81	86	86	88	88
" 1st M.	95	95	95	95	95	95
" 2d M.	104	104	104	104	104	104
" A. B.	102	102	102	102	102	102
" I. B.	102	102	102	102	102	102
Chicago & Rock Isl.	128	127	128	128	135	135
" 1st M. '70	128	128	128	128	128	128
Clev. Col. and Cin.	174	174	174	174	174	174
Clev. and Pittsburgh	130	129	131	129	132	132
" 1 M.	109	109	109	109	109	109
" 2 M.	109	109	109	109	109	109
" 3 M.	109	109	109	109	109	109
" 4 M.	109	109	109	109	109	109
Clev. and Toledo	157	154	155	153	154	155
" S. F. 7 p.c.	83	83	82	85	85	85
Cumberland Coal, pref.	85	83	83	82	85	85
Del. & Hudson Canal	250	245	250	250	254	253
Del., Lack. & West.	116	116	116	116	116	116
" 1 M. S. p.c. '71	116	116	116	116	116	116
" 2 M. S. p.c. '81	116	116	116	116	116	116
Erie	126	126	126	126	126	126
" pref.	113	112	112	111	112	113
" 1 M. 7 p.c. '87	112	112	112	112	112	112
" 2 M. 7 p.c. '79	112	112	112	112	112	112
" 3 M. 7 p.c. '83	112	112	112	112	112	112
" 4 M. 7 p.c. '80	112	112	112	112	112	112
" 5 M. 7 p.c. '88	112	112	112	112	112	112
Galena and Chicago	135	133	133	133	144	144
" 1 M. 7 p.c. '83	133	133	133	133	133	133
" 2 M. 7 p.c. '76	133	133	133	133	133	133
" 1 M. Ex. '82	133	133	133	133	133	133
Hann. & St. Joseph	58	58	58	58	58	58
" pref.	73	70	70	70	70	70
" bonds 100	100	100	100	100	100	100
Hudson River	163	160	160	158	158	156
" scrip	98	98	98	98	98	98
" 1 M. 7 p.c. '69	116	116	116	116	116	116
" 2 M. S. F.	116	116	116	116	116	116
" 3 M. 7 p.c. '75	116	116	116	116	116	116
" conv. bonds	116	116	116	116	116	116
Illinois Central scrip	152	149	149	147	149	151
" full stock	137	136	136	136	136	136
" Can. b'ds	130	130	130	130	130	130
" bonds	120	120	120	120	120	120
Marietta & Cin. 1st pref.	87	86	86	86	85	87
" 2d	87	86	86	86	85	87
Marietta Mining Co.	40	39	39	38	38	39
Michigan Central	156	154	155	153	156	158
" S. F. p.c. '82	156	156	156	156	156	156
" conv. S. F. p.c. '69	156	156	156	156	156	156
M. S. and N. I.	116	115	115	114	116	115
" guard	157	157	157	157	157	157
" 1 M. S. F.	115	115	115	115	115	115
" 2 M.	115	115	115	115	115	115
Mil. and P. du Chien.	88	87	88	86	87	86
" 1st pref.	115	115	115	116	116	116
" 2d pref.	94	94	94	94	94	94
" 1st M.	114	114	114	114	114	114
Minnesota Mining Co.	80	82	80	80	80	80
Miss. & Mo.	66	65	65	64	64	64
" L. G. bonds	64	64	64	64	64	64
Missouri 6s	73	73	74	74	74	75
" Iss. to H. & St. J. R.	93	93	93	95	95	95
" Pacific	85	86	86	87	86	86
New York Central	144	143	143	143	143	143
" 7s, 1864	102	102	102	102	102	102
" 7s, S. F. '70	118	118	118	118	118	118
" 7s, conv. '76	112	112	112	112	112	112
" 6s, S. F. '83	112	112	112	112	112	112
N. York & Harlem	158	155	175	155	176	174
" "pref."	158	155	175	155	176	174
" 1 M. 7 p.c. '73	115	115	115	115	115	115
" 2 M. 7 p.c. '64	101	101	101	101	101	101
" 3 M. 7 p.c. '67	109	109	109	109	109	109
Norwich & Worcester	102	102	102	102	102	102
Ohio & Miss. cor.	66	65	65	64	65	65
Pacific Mail S. B. Co.	228	228	227	231	234	234
Panama	234	236	235	235	235	235
Penn'a Coal Co.	165	164	165	163	165	164
Phila. and Reading	153	144	149	143	148	147
Phila. Ft. W. & Chicago	153	116	116	116	117	117
" 1 M.	116	116	116	116	116	116
" 2 M.	116	116	116	116	116	116
" 3 M. 102	103	103	103	103	103	103
Quicksilver Mining Co.	82	81	82	85	88	86
St. L. Alton & T. H.	85	87	84	84	85	86
" pref.	101	100	100	100	103	103
" 1 M.	101	101	101	101	101	101
" 2 M. pref.	90	90	90	90	97	97
" Inc. b'ds	93	93	93	93	93	93
Tennessee 6s, 1890	61	61	61	61	61	61
Toledo & Wabash	72	70	75	74	75	74
" pref.	93	93	94	94	94	94
" 1 M.	105	105	105	105	105	105
" 2 M.	95	95	95	95	95	95
" Int. b'ds	95	95	95	95	95	95
Virginia 6s	108	108	108	108	108	108

New York Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	108	108	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108	108
U. S. 5s, 1885, coup.	157	160	163	164	162	162
U. S. 5s, 1881, reg.	115	115	115	115	115	115
U. S. 5s, 1881, cou.	114	115	115	115	115	115
U. S. 5s, '81, O. W. L. y.	114	115	115	115	115	115
U. S. 5s, 1881, '47	112	112	112	112	112	112
U. S. 5s, 1867, reg.	130	130	130	130	130	130
U. S. 5s, 1867, coup.	125	125	125	125	125	125
U. S. 5s, 1868, reg.	127	127	127	127	127	127
U. S. 5s, 1868, coup.	127	127	127	127	127	127
U. S. 5s, 1 year cert.	112	112	112	112	112	112
U. S. 5s, ' new 99	99	99	99	99	99	99
U. S. 5s, 6-20s, coupon	112	112	112	112	112	112
U. S. 5s, ' reg.	111	111	111	111	111	111
7.30 Notes, Feb. & Aug.	111	111	111	111	111	111
" Apt. & Oct. 11	111	111	111	111	111	111
American Gold	170	169	169	173	175	175

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 12.

	W. 6.	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.
Beaver Meadow	84		85		86	
Cattawissa	24	24	23	23	22	22
" preferred	43	42	43	42	42	42
Camden & Anboy						
" 6s, '87						
" 6s, '70						
" 6s, '75			105	105		
" 6s, '83	105					107
" 6s, '89			107			
Ches. & Del. Canal 6s '86						
Del. Div. Canal	46	46	46	46	46	46
Elmira & Wmport						
" pref. 55				54		
" 7s, '114		114				
" 10s						
Harrisburg						
Lehigh Navigation						
" 6s scrip	112	113				114
Lehigh Valley R. R.	90	91	75	76		
" 6s scrip						
Little Schuylkill R. R.	49	50	50	50	50	49
" 7s						
Long Island		50				
" 6s						
Minehill	65					64
Morris Canal						80
" 6s '76	106					
North Pennsylvania	36	37	36	36	36	36
" 6s	103		106			103
" 10s						
Pennsylvania R. R.	79	79	79	79	80	80
" 1st m.						115
" 2d m.						
Penn. State, 5s	100	101	100	101	101	101
" 5s, coupon	102		102	102	102	102
" 6s						
Philadelphia City, 6s	104	110	104	104	104	104
" new 110	110	110		110	110	110
Philad. Germ. & Nor.			61			61
Phila. & Reading	80	82	80	82	82	82
" 6s, '80	106			104		
" 6s, '70	106	107	107			
Philadelphia & Erie	37	37	37	37	37	37
" 6s		109		109		
Philad. & Sunbury, 7s						
Schuylkill Navigation	40	41	41	41	41	41
" pref. 47	47	47		48	47	
" 6s, '82	100	100	100			
" 6s, '70	100					
" 6s, '72						
Sunbury and Erie, 7s						
Susq. Canal	27	28	23	29	29	29
" 6s '78	68	68		69		
" scrip						
Union Canal, pref.				64		
" 6s '88	30	30		30		
West Br. Canal 6s '78						
Wyoming Valley Canal						75
Arch street, (Horse)	38					
Chestnut & Wal.						
Green & Coates			41			43
Race and Vine						
2d and 3d streets	75	75			75	
Spruce & Pine	15				15	

market, which is the Procrustean bed of the hour, to which everything is to be shortened or lengthened, and this process is a painful one. The result of the recent authority to sell gold under certain restrictions by the Secretary of the Treasury is not yet clearly perceptible. About two millions have been paid in duties for which certificates have been issued. On this sum at the rate of sixty per cent. average, the Treasury is enriched about twelve hundred thousand dollars, and yet its hoard of gold is increasing. It has been asserted, by some of the fault finders, that the street price, or as we should say the combination price having been higher somewhat, the Government has lost the difference. Now in fact it has lost nothing, for practically it receives gold at par and pays it out at par. If the process may even be termed a discount of its own obligations, as by some it is, with a measure of reproach for the act, it is precisely what every sound merchant is glad to do when he has the opportunity. Buying up legal tenders at a good profit is not unworthy of the Government when its capital in gold is excessive and currency is scarce. So in any way the operation is perfectly defensible.

A combination nevertheless is actively at work to compel the Treasury department to raise the price of gold. Sales are ostensibly made at the board daily, at rates beyond those of Mr. Cisco, but it is the opinion of many close and discriminating observers, that not only are these sales small in amount, but most of them fictitious. We have seen in this city how daily quotations, even if false, may affect prices. We saw the Third Avenue Railway stock now worth two hundred, pressed down to 25 in the second year of its existence, by reported sales, when there were no corresponding transfers on the books of the company, and by the reverse of the process though on the same principle, quotations of a daily rise in gold may produce the other result of an advance. We have repeatedly said that if the combination persisted, the rate might be made as high as 200. We believe that if Mr. Chase would now throw five or ten millions on the street which he may do in safety, he would break down the price at once. Nor is there any danger of a scarcity, for it is known that since the first of January, notwithstanding the large export of the precious metals, we have received from California upwards of three millions more than we have parted with, and the balance in our banks is still on the increase. It is also known that the Government, which has received large customs payments in California has allowed the proceeds to go forward to Europe from Aspinwall, and has nearly or quite four millions of gold to its credit in London.

In order still further to embarrass the Government, it has been the practice of late to send boys and agents to the office of the Sub-Treasury, and by creating a crowd, to force the importers by the delay alone to go into the street to purchase at higher rates. Boys with scarcely clothes to their backs or shoes to their feet, have had the assurance to take their "turn" as it is called in the throng, and demand a price from the merchants seeking an opportunity to transact their regular business, for the places thus occupied. The appearance of the police on Tuesday, however, disconcerted these urchins and their employers, and about nine-tenths of the crowd were turned away from the

doors, it being discovered that they had no business there whatever.

We imagine therefore, that this disturbance in the market is not founded on reality, and if so, we may see a fall. One thing is certain, that there is a conviction in the public mind, that the next movement of the army of the Potomac which is being reorganized and reinforced to an unusual extent, will be of a character to lower the market. We know that large contracts to deliver at present prices, at sixty days hence, and even less time have been made within a few days. And we may add as a fact within our knowledge, that all the scattered yet disposable force north of the Potomac, and even south of it, are under orders to join the forces of Gen. Grant. Two bodies of heavy artillery, (as an example,) 3,600 strong that have been for twenty months lying useless at Washington and Baltimore have gone to the front.

This new arrangement may as well be considered by those who are now operating for a further rise in gold. If the theory is correct, that a great victory will put down the price of gold, what becomes of the assertion, that it is purely owing to the inflation of the currency? The accumulation of the capital continues, and yet it commands 7 per cent. This is doubtless owing to the great number of new companies coming on the market in various forms. We advise our readers to be wary in the choice of their investments, and if they are rushing into speculations where half a million is required to purchase a mining property not 600 feet square, first to consult those who are familiar with the locations before they subscribe very heavily. Governments continue firm and in demand, the five-twenties coupons are wanted at 113 and upwards, and coupon sixes go readily at 115. Bank shares and State stocks are all firm, and railway shares are "excited" and buoyant. Our tables will show the variations from last week in these as well as the mining shares.

We understand that large quantities of cotton have been captured on the Red River and the Colorado, and are rapidly coming into market, and it will be noticed in another place that it has been successfully raised in Utah, from whence it is being already transported to San Francisco.

The foreign news is of an interesting character, in its probabilities as affecting our own Country. The growing dissatisfaction in England, at the inaction of the Government in regard to Denmark, and the increasing strength of the republicans in Paris, are likely to culminate in important changes in both countries, which instead of inter-meddling with our affairs, and disparaging our financial system will very shortly have to use all their wisdom in taking care of their own. If they want any particular evidence of the strength and resources of our country, let them reflect on the fact recently made known, that since the war, two hundred and eighty seven millions of dollars have been voluntarily contributed by the loyal States in aid of our sick and wounded soldiers, the increase of their bounties and the relief of their families. No such spectacle was ever before witnessed on this globe, and the people who have done this, are they who have determined to carry the war to a triumphant conclusion, and to sustain the credit of the Country, no matter to what extent its obligations have to be created.

On the 1st of May next a large amount of in-

terest in gold will be disbursed by the Sub-Treasury, the payment of which Mr. Chase desired to anticipate, but Mr. Cisco was unable to do it for the want of sufficient clerical force.

The condition of the Sub-Treasury on Tuesday was as follows:

Amount on hand.....	\$32,868,490
Receipts from customs.....	434,000
From other sources.....	2,891,721
Total.....	\$36,194,211
Payments.....	4,784,690
Balance.....	\$31,409,521

The subscriptions at the Sub-Treasury to the two hundred millions five per cent loan amounted to \$325,750, those at the First National Bank to \$531,800, and 6th National Bank to \$241,000. The new loan is decidedly more popular than it was when first put upon the market. The government has decided to receive the ten-forty bonds in future as security for the issues of the National Banks, and as the five-twenties are now worth in the market 112@115 the new loan has become attractive.

The aggregate value of the exports of produce and merchandise, exclusive of specie, from the port of New York during the past week was \$3,181,888, against \$2,525,094 same week last year, and \$2,458,539 the corresponding week of 1862.

The exports from the port of Baltimore during the past week amounted to \$169,388. The total value of imports of foreign goods at the port of Boston for the week ending April 8, was \$508,295, against \$691,762 for the corresponding week last year. The amount of exports from Boston for the week was \$371,508 against \$138,820 for the corresponding week in 1863.

Since the foregoing was in type, one prediction has been verified. On Thursday last the price of gold fell from 187½ to 175 before 3 p. m., and the circumstance created intense satisfaction.

By reference to statements given elsewhere, it will be seen that the earnings of the Milwaukee and Prairie du Chien Railway the 4th week in March were \$33,070, against \$15,904 in the corresponding week of the previous year—an increase of \$17,166, or 108 per cent. For the month of March the earnings were \$88,220, against \$44,925 in March, 1863—an increase of \$43,295, or 98 per cent. From January 1, to March 31, 1864, the earnings were \$306,105, against \$188,187 in 1863—an increase of \$117,918, or 62½ per cent.

The earnings of the Ohio and Mississippi Railroad (Eastern division,) for March, 1864, were \$200,680, against \$146,621, in March, 1863—an increase of \$54,059. For the year 1863 the earnings were \$1,163,702 41, against \$1,122,530 27 in 1862, and \$771,999 25 in 1861—an increase over 1862 of \$531,172 14, and over 1861 of \$891,703 16. The earnings of the Eastern and Western divisions, March, 1864, were \$310,680, against \$236,667 in March, 1862, an increase of \$74,023. For the year 1863 the earnings were \$2,825,276 62, against \$1,845,397 81 in 1862, and \$1,318,586 78 in 1861—an increase over 1862 of \$979,878 81, and over 1861, of \$1,506,689 84.

The earnings of the Chicago and Northwestern Railroad in March, were \$157,961 65, against \$92,483 18 in March, 1863—an increase of \$65,477 47. For the three months ending March 31, the earnings were \$367,580, against \$243,334 in

1863—an increase of \$124,246. For the fiscal year ending April 1, 1864, the earnings were \$1,628,863 93, against \$1,083,054 05 in 1862—an increase of \$545,809 88, or 50.5 per cent.

The gain in the earnings of the Chicago and Rock Island Railroad Company, in March, 1864, over March, 1863, is \$75,607, and for the 1st three months of the year over the corresponding period of 1862, the gain is \$128,543.

The Galena and Chicago Railroad Company show a gain in March, 1864, over March, 1863, of \$48,840, in February, \$45,415, and in January, \$11,889—together \$105,644.

The Michigan Southern and Northern Indiana Railroad earnings in March, 1864, are in excess of those of March, 1863, \$78,850, in February the increase was \$69,382—and for the three months to March 31, the increase is \$149,609.

The gain in the earnings of the Michigan Central Railroad in March, was \$112,370, in February, \$32,991, and in the quarter ending March 31, \$155,723.

The March earnings of the Pittsburg, Fort Wayne and Chicago Railroad, show a gratifying increase of \$140,038. The increase in February was \$88,613; and for the three months \$191,977.

The Toledo & Wabash show an increase in March of \$29,840, and in the three months of \$27,125.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 102; Peninsula R. R., 82; 1st mort., 100; New Jersey R. R., 165; Long Island R. R., 101½; Chicago and Milwaukee, 90; N. Y. and N. Haven, 160½; Louisiana 6s, 72; Ohio 6s, 1881, 106; Illinois War Loan, 101½; Indiana 2½s, 65; North Carolina 6s, 58½; City 6s, 1887, Central Park Fund, 118; do., 1875, Water Loan, 108¼; do., 1876, Central Park Imp. Fund, 111¼; Sixth Avenue R. R., 139½; Citizens Gas, Brooklyn, 112; Metropolitan Gas, 135½; Manhattan Gas, 248; Central Coal, 86; Bucks Co. Lead, 1½; Gregory Consol. Co., 45; Gregory gold, 35½; Quartz Hill Mining, 25; Central Mining Co. of Col., 6; Rutland Marble, 22; Wyoming Valley Coal, 96; Canada Copper, 8½; Denver Mining, 12; Copake Iron, 16; Chicago Land Co., 20; N. Y. Gold Mining Co. of Col., 5; Lehigh and Susq. Coal, 16½; Passaic Copper, 3¼; Hope, gold, 11½; Ashburton Coal, 40; International Coal, 117; Gold Mining Co. of Col., 8½; Carbondale Coal, 10; Metropolitan Bank, 125½; Bank of Commerce, 117; Continental Bank, 106; Bank State of New York, 110; St. Nicholas Bank, 103½; Hanover Bank, 106; 4th National Bank, 101; Bank of New York, 120; Greenwich Bank, 195; Merchants Ex. Bank, 105; Merchants Bank, 121; Ocean Bank, 101; Peoples Bank, 108; N. Y. County Bank, 153; Shoe and Leather Bank, 106; Am. Ex. Bank, 121; Manhattan Co., 146.

Philadelphia.—Allegheny Co. 5s, 81; Penn. War Loan 6s, 108; Chester Valley bonds, 52; Huntingdon and Broad Top, 25; do., pref., 34; do., 2d mort., 90; Camden and Atlantic 15; Allegheny Valley 7s, 105; Phila. Wil. & Balt., 73; do., 6s, 146; Wyoming Valley bonds, 100; West Br. Canal, 130; West Philadelphia, R. R. 72; 5th and 6th streets R. R., 63; 10th and 11th streets, 51; Ridge Avenue R. R., 21; Girard College, 31; Locust Mountain, 50; Big Mountain, 10½;

Green Mountain, 8½; Hazleton Coal, 72; Beaver Meadow 85½; Clinton Coal, 2; Fulton Coal, 12; N. Carbondale, 8¾; Butler Coal, 40¼; N. Y. and Middle Coal Fields, 19½; Keystone Zinc, 4; Lehigh Zinc, 66½; Maudan, 6; Organic Oil, 2½; New Creek, 2½; Irwin Oil, 13½; McClintock Oil, 6½; Feeder Dam, 2¼; Etna Mining, 18; Marquette, 9; Perry Oil, 12; Conn. Mining, 1½; Ontonagon Mining, 4½; Penn Mining, 12¼; Oil Creek, 12; Beaver Valley, 16¼; Girard Mining, 7½; Alsace, Mining, 4¾; Mineral Oil, 6; Germantown Gas, 52; Mechanics' Bank, 30¼; 1st National Bank, 119½; Farmers' and Mechanics' Bank, 62; Commercial Bank, 57; Penn. Township Bank, 43; Bank of Kentucky, 95; Girard Bank, 49½; Consolidation Bank, 34. The latest quotations are: City 6s, 104½@105; do., new, 110¼@110½; State 5s, 100@101; do., coupon, 102@102½; do., 6s, 1879, 103½; Phila. Wil. and Balt., 72¾@73; Reading, 82@82¼; do., 6s, 1870, 107@108; do., 1886, 162¾@163¼; Camden and Amboy, 182@182½; Pennsylvania R. R., 80¼@80½; do., 1st mort., 115; do., 2d mort., 111½@113; Little Schuylkill R. R., 49¾@50; Morris Canal, 80@81; do., pref., 140@142; bonds, 106; do., 2d mort., 102; Wyoming Valley Canal, 75½@76½; do., 6s, 100@100¼; Susquehanna Canal, 29@29½; do., 6s, 68@69; Sch. Nav., 40¾@41; do., pref., 47½@47¾; do., 6s, 1882, 100@100¼; Union Canal pref., 6½@7; do., bonds, 30½@30¾; Delaware Div. Canal, 46¾@46½; do., bonds, 100; Elmhurst and Williamsport, 38@38½; do., pref., 54@55; do., 7s, 1873, 111¼@114; do., 10s, 79; Beaver Meadow, 85½@86; Harrisburg, 77@77½; Long Island R. R., 50@51½; Lehigh Coal and Navigation, 78@80; do., scrip, 75@76; North Pennsylvania, 36¼@36½; do., 6s, 103@103½; do., 10s, 120@128; Philadelphia and Erie, 87¾@87¾; do., 6s, 109@109½; Minehill, 64¾@64½; Catawissa, 23@23½; do., pref., 42¾@42¾; Lehigh Valley, 90½@91¼; do., bonds, 109½@110½; Fifth and Sixth streets, (horse), 62@63; do., 7s, 109; Second and Third, 74@75½; do., 7s, 105; Race and Vine, 14@18; West Philadelphia, 72@73; Spruce and Pine, 15½@15¾; Green and Coates, 42½@43; do., 7s, 100@113; Chestnut and Walnut, 63; Arch, 38@39; Thirteenth and Fifteenth, 37@39; Seventeenth and Nineteenth, 16@20; Girard College, 30@33; Tenth and Eleventh, 50@51; Norristown, 60.

Boston.—Rutland and Burlington 1st mort., 76; do., 2d mort., 38; do., 3d mort., 11½; Northern (Ogdensburg) 1st mortgage, 105; do., 2d mort., 40¾; Vermont Central, 1st mortgage, 94; do., 2d mort., 29½; N. Y. and Boston Air Line, 20; do., 6s, 78; Cape Cod Branch, 69; Stoughton Branch, 102½; Boston, Concord and Montreal 7s, 1870, 109; Essex R. R. 6s, 1877, 99¾; Chelsea, horse, 46; Maine 6s, 1883, 105; do., 1875, 104; Massachusetts 6s, 1866, 167; New Hampshire 6s, 1875, 108¼; Rhode Island 6s, 1893, 104; Portland 6s, 1871, 106; Boston 5s, 1874-78, 120; Roxbury 5½s, 1881, 101¾; San Francisco 7s, 1877, 120¾; Bath 6s, 1891, 103¾; Bangor 6s, 1874, 103; Cary Imp. Co., 11½; Union Steamship Co., 167; Boston Water Power Co., 49¾; Essex Co., 112½; East Boston Co., 14¾; Franklin Coal, 127¼; Jamaica Plain Gas, 100¾; Beverly Gas, 43½; Charlestown Gas, 95; Merchants Bank, 105½; State Bank, 75; Atlantic Bank, 100½; Traders Bank, 100; Columbian

Bank, 112; Bank of North America, 102; Mechanics Bank, 109; National Bank, 100; Boston Bank, 82¼; Bank of Commerce, 107¼; Market Bank, 77½; City Bank, 107; Mt. Vernon Bank, 100¼; Peoples Bank, (Roxbury), 54¾; City Bank, (Lynn), 102½; New England Bank, 120¼; Exchange Bank, 125; Fanuel Hall Bank, 127; Revere Bank, 108; Railroad Bank, (Lowell), 86½; Acton Mining Co., 4¼; Allouez, 3½; Algomah, 3¾; American, 23c.; American Gold, 1; Albion Gold, 3½; Atlantic Gold, 2; Aztec, 9¼; Albany and Boston, 16; Bay State, 24; Boston, 6; Bedford, 2¼; Black River, 60c.; Chaudiere Gold, 3¾; Copper Falls, 54; Chester, 30c.; Cornwall, 91c.; Chebucto, Gold, 1¾; Colonial Gold, 52½; Canada, 7½; Champlain, 29c.; Dudley, 3¾; Dunham, 42c.; Dana, 4½; Excelsior Gold, 12; French Creek, 2; Gt. Western, 5½; Grand Trunk, 1¾; Green Mountain, 6½; Hancock, 12; Hanover, 4¾; Humboldt, 11¾; Huron, 51½; Lake, 21c.; Lenoxville, 3¾; Logan, 2½; Madison, 6¼; Manhattan, 7½; Mesnard, 11¾; Macomb lead, 5½; Massachusetts Gold, 3½; Nelson, 16c.; New England Gold, 3½; Native, 4½; North Cliff, 8¾; Northwestern, 15; Ottawa, 115c.; Phoenix, 34¾; Pontiac, 6½; Petherick, 17; Rocky Mountain, 7¾; Star, 10¾; Superior, 12; St. Clair, 8; Sutton, 3½; Stafford, 2¾; St. Mary's, 8½; S. Bedford, 24c.; South Side, 4¾; Toltec, 3¾; Tremont, 4; Waterloo, 1¾; West Minnesota, 3½; Winthrop, 8.

Baltimore.—Central Ohio Shares, 15; do., Incomes, 49; Western Maryland bonds, 90½; Marietta and Cincinnati bonds, 107½; N. W. Va., 25; do., 3d mort., 49½; Maryland 6s, 1870, 112; City Passenger R. R., 23½; Georges' Creek, 104; Springfield Mining, 3.05; Bare Hill, 6.50; Balt. and North Carolina, 0.35; Maryland, 1.90; Gardiner, 1.00; Santa Clara, 17½; North State, 0.20; Balt. Chrome, 3.75; Marine Bank, 31½; Union Bank, 74½; Franklin Bank, 12¾; Com. and Par. Bank, 26½; Peoples' Bank, 17½; Bank of Baltimore, 104; Merchants' Bank, 108½; Citizens' Bank, 11¼; Bank of Commerce, 24. The latest quotations are: Balt. and Ohio, 115@121; do., 6s, 1867, 105; do., 1875, 111@111½; do., 1880, 110@110½; do., 1885, 111; Northern Central, 56@60; do., bonds, 1885, 110¼@113; N. W. Va., 22½@23¾; do., 1st mort., 112@114; do., 2d mort., 105; do., 3d mort., 48@48½; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 58½@65; do., income 1857-60, 48@50; Western Md. bonds, 90½; do., guar., 109; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113; do., Ins., 109@113; do., 1890, 112; Baltimore 6s, 1870, 111@112; do., 1873, 105@107; do., 1875, 115@118¼; do., 1886, 113½@115; do., 1890, 117½@119; do., coupon, 114@117; do., 5s, 1838 '70, 100; City Passenger R. R., 23½@23¾; Canton Co., 72@74; Deep River, .20@.25; Gardner, 1.00; Guilford, .45@.50; Maryland, 1.80@1.90; North State, .15@.20; Rudisell, .65@.75; Silver Valley, .15@.30; Silver Hill, .20@.25; Springfield, 3.00@3.05; George's Creek, 108; Santa Clara, 18@18½; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .30@.40; Balt. Chrome, 3.50@3.75; Bare Hill, 6.30@6.50.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 99@101; do., 6 per cents, 82½@85; Government 5 per cents, ster-

ling, 92@92½; do., currency, 92@92½; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 97½@98; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, \$2½@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120½@121; City Passenger Railway, 122½@125.

✎ We have the Second Annual Report of the Pittsburg, Fort Wayne and Chicago Railroad Company for the year 1863, but owing to the press of other matter have been obliged to defer the publication of it until another week.

California Central Railroad.

We have received late information through the attention of Jerome B. Polley, Esq., Engineer in Chief of the Central Railroad, California, of the progress of this important work. The company is grading the line between Lincoln and Marysville, a distance of 22 miles, which will be finished by the 1st of June next. The rails are on the way and will be laid as soon as the road bed is ready. The gauge of the present 18 miles will be changed from 5 feet to 4 feet 8½ inches, so as to correspond with the gauge of the Pacific Railroad. This will unite Sacramento and Marysville. The road passes through some of the best farming and mineral lands in the State, and the stock will unquestionably be a paying one.

Cotton in Utah.—Oranges.

Eleven bales of cotton raised in Utah, recently reached San Francisco by the way of San Pedro, where it was brought on mules from the neighborhood of Salt Lake City. A large amount remained behind waiting the result of the venture. The staple is fine though short; color, strength and quality good. It is said that the Counties of Santi Barbara, Los Angeles, San Bernardino, and San Diego contain large tracts of land admirably adapted to the culture of cotton. Frosts seldom or ever occur in these localities. At the Mission, San Gabriel, there is a cotton tree, (the trunk of which is eight inches in diameter,) which bears a staple resembling the sea island in many respects. Oranges are also raised in Los Angeles, of which the fruit is large, sweet and of exquisite flavor.

✎ The London Railway News, says the land occupied by railways in Great Britain is under 200,000 acres, and that used for agricultural purposes is forty millions of acres. The same authority states, that fifteen millions five hundred thousand pounds sterling are invested in the locomotive stock of the leading railway companies, and that steam engines of the value of one million and a half are annually shipped abroad. Up to the end of 1834, when not a hundred miles of railway had been opened, the annual average number of travellers by coach was six millions a year. Now the average daily of the railways there is half a million of passengers, or about one hundred and eighty millions a year. The number of locomotives employed on the British railways is 6,500, and each engine is calculated to run 480,000 miles with proper care. After that it is usually sent to the scrap-heap. The average consumption of coal and coke of the passenger locomotives is 27.3 lbs. per mile; for the freight locomotives 36½ lbs. per mile.

The Ten-Forty Loan.

The following is an official copy of the Act of Congress authorizing the Ten-Forty Loan, under which the Secretary of the Treasury has decided to issue bonds to the amount of \$200,000,000 bearing interest at the rate of five per cent per annum in gold, payable on bonds of \$100 and under annually on the 1st day of March, and on bonds of \$500 and upwards semi-annually on the 1st days of March and September. The bonds are both registered and coupon, and dated March 1, 1864, and are redeemable at the pleasure of the government after ten years, and payable forty years from date. Subscriptions are now being received at the office of the Assistant Treasurer of the United States in this city. Subscribers will receive either registered or coupon bonds as they may prefer. Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000; and coupon bonds of the denominations of \$50, \$100, \$500 and \$1,000. Subscribers to this loan will have the option of having their bonds draw interest from March 1 or September 1, as the case may be, by paying the accrued interest in coin or United States notes, or the notes of National Banks, adding fifty per cent for premium, or receive them drawing interest from the date of subscription and deposit.

An Act supplementary to an act entitled "An Act to provide the ways and means for the support of the Government," approved March 3, 1863.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That in lieu of so much of the loan authorized by the act of March 3, 1863, to which this is supplementary, the Secretary of the Treasury is authorized to borrow, from time to time, on the credit of the United States, not exceeding two hundred millions of dollars, during the current fiscal year, and to prepare and issue therefor coupon or registered bonds of the United States, bearing date March 1, 1864, or any subsequent period, redeemable at the pleasure of the Government after any period not less than five years, and payable at any period not more than forty years from date in coin, and of such denominations as may be found expedient, not less than fifty dollars, bearing interest not exceeding six per centum a year, payable on bonds not over one hundred dollars, annually, and on all other bonds semi-annually, in coin; and he may dispose of such bonds at any time, on such terms as he may deem most advisable, for lawful money of the United States, or, at his discretion, for Treasury notes, certificates of indebtedness, or certificates of deposit, issued under any act of Congress; and all bonds issued under this act shall be exempt from taxation by or under State or municipal authority. And the Secretary of the Treasury shall pay the necessary expenses of the preparation, issue and disposal of such bonds out of any money in the Treasury not otherwise appropriated, but the amount so paid shall not exceed one-half of one per centum of the amount of bonds so issued and disposed of.

Approved, March 8, 1864.

✎ We learn from the Toronto Globe that a bill has been introduced to legalize an agreement between the Grand Trunk and the Buffalo and Lake Huron Companies, to establishing a through route between Buffalo and Detroit. By this agreement the Grand Trunk Company will run its trains on the Buffalo and Lake Huron Railway between Stratford and Buffalo, and the Buffalo and Lake Huron Company will run its trains over all the roads owned or rented by the Grand Trunk between Stratford and Detroit, each company employing its own engines, cars, conductors, etc.

Double Story Cars.

The Bombay, Baroda and Central India Railway, of India, use, for their third class passengers, two-storied cars, which carry seventy in the first and sixty in the second story. The seats are longitudinal instead of transverse, and the car is stated to be only 21 inches higher than the one story one. The upper roof is very light, and only intended to protect from sun and rain. The weight of the car thus constructed is 7 tons less 1 cwt., while the single story cars on the English railways weigh 7 tons 7 cwt. It is contended that a saving in money, time and trouble is effected by the use of these cars, and that the annual saving on the line is already £20,000 per year. The length of the train being diminished nearly one half, the atmospheric resistance is about the same as it would be to the ordinary train.

Railway Refreshment Rooms.

The refreshment rooms at the railway stations on the French and Belgian railways are of a very superior kind, everything being of the best, and admirably served. Those in England are very poor. Buns, cakes and pork pies, says the railway Times are the invariable fare. It is said that the most elegant refreshment stations in our country are on the Atlantic and Great Western, but there are many excellent ones on our other great roads.

✎ The newly organized Chamber of Commerce in Chicago have already raised \$200,000 for the purchase of a lot and the erection of a new and splendid building for the use of the Chamber. They expect to raise \$100,000 additional within a short time. The cost of the lot will be about \$100,000. The Chamber of Commerce and the Board of Trade have practically been merged into one organization.

Atlantic and Great Western Railway.

The Broad Gauge is advancing this way at about the rate of one mile per day. The laying of the track was resumed last week. The track is now about twenty miles distant from Urbana.

Atlantic and Great Western cars (with narrow trucks,) go through Urbana daily conveying ties, bridge timber, &c., to points on the road south of Urbana.—Urbana Union.

✎ The Halifax Express of the 30th March says: "Mr. Sandford Fleming, accompanied by Mr. Tremain, of Nova Scotia, and a staff of three or four assistants, engaged in Fredericton, left that place on Friday afternoon, for the Tobique country, where the survey of the Inter-Colonial Railway is to commence. It is said that Mr. F. gave his professional opinion against the route on the western side of the St. John. His instructions from the Canadian Government are very general, confining him to no route, locality, time or expense."

✎ By a despatch from St. Catharines, C. W., we learn that the Welland Canal was opened for navigation on 13th inst.

✎ On Friday the rolling stock of the North Missouri Railway was crossed over the Missouri river on steamboats, at St. Charles, where the river is two thousand feet wide. This is an important feat, and the method will obviate the difficulties of rises in the river. The time employed in crossing the locomotive and cars, loaded with freight, from the main track on one side to the main track on the other, was twenty-three minutes.

Pittsburg, Ft. Wayne and Chicago Railway.

We find in the advertising columns of the daily papers the following statement made by the President of this Company to the Board of Directors:

New York, April 8, 1864.

GENTLEMEN: The unanimous action of the Stock and Bondholders has liberated the net income of the railway after paying interest and sinking fund, so as to place it at the disposal of the Board of Directors for the purposes of dividends, surplus funds, and other objects consistent with the interests of the corporation.

The first and second mortgage bonds being five-sixths of the whole funded debt were so arranged in six series as to make the amount due for interest each year payable in monthly installments of one-twelfth each month. Two years having confirmed the theory upon which the plan was adopted it might now be well to assimilate to it the plan of paying dividends on the capital stock by paying quarter annual dividends instead of annual or semi-annual dividends as is generally customary with other corporations.

I herewith submit an approximate statement of the earnings, expenses and disbursements, for the months of January, February and March past, which is sufficiently near correct to justify the Board acting upon it with a view of making a dividend if it is thought best to declare one at this time.

Earnings for January	\$290,675 81
Earnings for February	455,211 02
Earnings for March	602,603 28

Total for the three months.....\$1,348,490 11

Deduct Operating Expenses:

For January	\$210,296 21
For February	263,328 22
For March	330,000 00
	803,624 43

Balance

Less interest and Sinking Fund, as follows:	\$544,865 68
Three months on First Mortgage	\$91,875 00
Three months on Second Mortgage	90,300 00
Three months on Third Mortgage	35,000 00
Three months on Chicago Depot Bonds	1,737 50
Three months on Interest and Sinking Fund on Alleghany Bridge b'ds	6,000 00
Sinking Fund of one per cent. on First and Second Mortgages for 3 months	26,025 00
	\$250,937 50

Leaving a balance of.....\$293,928 18
Which is applicable to dividends, and subject to the order of the Board. The above balance of unexpended and unappropriated income is equal to a dividend of 4.52 per cent on the outstanding Capital Stock.

The small earnings for January were caused, as you are aware, by an almost total suspension of the business of the Railway for about one-fourth of the whole month, arising out of a combination of the Locomotive Runners to interfere with the police and management of the Railway.

It would not be prudent at this time to divide all the surplus earnings, as unforeseen circumstances may affect future earnings, and to enable the Company to make full dividends in adverse times a surplus fund ought to be accumulated. Respectfully submitted.

G. W. CASS, President.

To the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Company.

Upon the reading of the above report, it was unanimously resolved to declare a dividend of 2 1/2 per cent for the quarter year from January 1 to March 31, 1864, payable at the office or agency of the Company on the 15th day of May next.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of March, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	\$397,594 06	\$317,519 35
Passengers	183,247 04	125,791 86
Express matter	5,400 00	2,993 75
Mails	7,825 00	7,825 00
Rent of railway	7,083 34	7,083 34
Miscellaneous	1,453 84	751 62

Total	\$602,603 28	\$461,964 92
Increase		\$140,038 36

En's fr. Jan. 1 to Mar.

31	\$1,348,490 11	\$1,165,912 96
Increase for three months		\$182,577 15

Increase for March, 30 3-10 per cent.; average increase to March 31, 15 7-10 per cent.

These earnings are, by far, the largest in the history of the Company, and are exclusive of about \$40,000, for Transportation of troops, which is not treated as earnings till collected from the Government.

The earnings of the Galena and Chicago Union Railroad Company for the month of March, 1864, were

Corresponding month of previous year	129,226 09
Increase	\$47,840 48

The earnings of the Michigan Central Railroad for the month of March, 1864, were

Corresponding month of previous year	236,431 81
Increase	\$112,370 32

The approximate earnings of the Marietta and Cincinnati Railroad Company (as re-organized) for the month of March, 1864, were

Corresponding month of previous year	60,540 08
Increase	\$30,214 82

The earnings of the Toledo and Wabash Railroad Company for the month of March, 1864, were

Corresponding month of previous year	103,056 20
Increase	\$29,840 01

The earnings of the Chicago and Northwestern Railway for the month of March, 1864, were:

From passengers	\$66,496 14
" freight	87,641 35
" mail	2,337 49
" express	1,411 67
" miscellaneous	75 00
Total	\$157,961 65
Corresponding month of previous year	92,483 18

Increase, 70 3/4 per cent.....\$65,478 47

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of March, 1864, were

Corresponding month of previous year	44,925 00
Increase	\$43,297 00

The earnings of the Chicago and Rock Island Railroad Company for the month of March, 1864, were

Corresponding month of previous year	119,836 00
Increase	\$78,283 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of March, 1864, were

Corresponding month of previous year	254,209 00
Increase	\$78,849 00

The earnings of the Cleveland and Pittsburg for the month of March, 1864, were.....\$202,857 72
Corresponding month of previous year 135,211 59

Increase

The earnings of the Cleveland and Toledo Railroad for the month of March, 1864, were.....\$205,365
December, 1862.....164,845

Increase

The traffic receipts of the European and North American Railroad for March, 1863 and 1864, were:

	1864.	1863.
Passengers	\$4,246 38	\$2,893 58
Freight	7,411 82	5,910 62
Mails and Sundries	471 50	402 67
	\$12,129 70	\$9,206 87

Increase 1864.....\$2,922 33

The traffic receipts of the New Brunswick and Canada Railway for the month of March, 1864, were

Corresponding month of previous year	3,011 03
Increase	\$1,713 21

The following shows the gross receipts of the Chicago and Alton Railroad during the month of March, compared with the earnings for the same time last year:

March 1864.....	\$162,163 00
March 1863.....	113,026 00

Increase

The earnings of the Chicago and Milwaukee Railroad Company for the month of March, 1864, were

Corresponding month of previous year	36,586 69
Increase	\$13,520 68

The gross earnings of the Ohio and Mississippi Railroad for the month of March, 1864, were:

Eastern Division.....	\$146,621 30	\$200,680 98
Western Division.....	90,035 75	110,000 00
Total	\$236,657 05	\$310,680 98

Increase

The earnings of the Hudson River Railroad for the month of March, 1864, were.....\$356,625 94
Corresponding month of previous year 366,801 84

Decrease

Railroad Earnings--Weekly.
The earnings of the Ohio and Mississippi Railroad for the 1st week of April, were:

	1863.	1864.
Eastern division	\$30,405 00	\$44,052 00
Western division	21,657 00	26,653 00
Total	\$52,062 00	\$70,705 00

Increase

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending March 31, were:

	1864.	1863.
Freight	\$16,008 40	\$8,315 41
Passengers	16,009 70	6,619 72
Mails, rents	1,042 70	968 96
Total	\$33,070 80	\$15,904 09

The earnings of the Chicago and Alton Railroad Company for the week ending April 7, were:

	1864.	1863.
Passengers	\$13,673 70	\$11,002 29
Freight	17,750 81	16,652 66
Sundries	1,373 29	1,047 97
Total	\$32,797 80	\$28,702 92

Increase 1864

The earnings of the Chicago and Alton Railroad Company for the week ending April 7, were:

	1864.	1863.
Passengers	\$13,673 70	\$11,002 29
Freight	17,750 81	16,652 66
Sundries	1,373 29	1,047 97
Total	\$32,797 80	\$28,702 92

Increase 1864

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	1864.	1863.
Passengers	\$13,673 70	\$11,002 29
Freight	17,750 81	16,652 66
Sundries	1,373 29	1,047 97
Total	\$32,797 80	\$28,702 92

Increase 1864

The earnings of the Chicago and Rock Island Railroad for the 1st week in April, 1864, were\$38,818 00
Corresponding week of previous year.. 30,882 00

Increase.....\$7,936 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of April, 1864, were\$66,600 00
Corresponding week of previous year.. 54,116 00

Increase.....\$12,484 00

The earnings of the Grand Trunk Railway for the week ending March 26, 1864, were:

Passengers\$32,783 53
Express freight, mails and sundries... 2,500 00
Freight and live stock..... 68,542 30

Total\$103,825 83

Corresponding week, 1863 84,612 83

Increase.....\$19,213 00

The traffic of the Great Western Railroad for the week ending April 1st, 1864, was as follows:

Passengers\$23,450 82
Freight and live stock..... 45,007 56
Mails and sundries..... 1,241 55

Total\$69,699 93

Corresponding week of 1863 69,010 09

Increase.....\$689 84

The earnings of the Galena and Chicago Union Railroad for the week ending April 8, were:

	1863.	1864.
Freight	\$20,702 35	\$32,343 25
Passengers	9,768 69	14,359 91
Mails, &c.....	1,250 00	1,300 00

Total\$31,721 04

Increase 1864\$16,282 12

The following is a statement of earnings of the Toledo and Wabash Railway for the first week of April, 1864\$33,663 12

Corresponding week of previous year. 22,733 92

Increase.....\$10,929 20

The earnings of the Michigan Central Railroad for the 1st week in April, 1864, were ..\$78,746 82

Corresponding week of previous year.. 47,841 89

Increase.....\$30,904 93

The earnings of the Marietta and Cincinnati Railroad for the 1st week in April, were:

	1864.	1863.
Passengers	\$6,261 89	\$5,194 56
Freight	8,866 31	10,215 97
Mail, express & telegraph	1,054 58	721 00

Total\$16,182 78

Total this year to date..\$241,351 27

\$168,652 58

Gen. Stuart, in his report to the President on the gunboat canal between tide water and the lakes, estimates the cost of a ship canal around the Falls of Niagara, 105 feet wide on the surface, 95 feet wide on the bottom, 12 feet depth of water, having locks 275 feet long by 45 feet wide in the chamber, capable of passing a gunboat of 1,250 tons burthen, \$5,958,947 25 with single locks, and \$7,538,529 with double locks. This is the average cost of five lines surveyed last year. The average length of the lines is 8 miles and 3,070 feet.

Cape Cod Central Railroad.

We learn that the contracts for grading and masonry on the Cape Cod Central Railroad were closed on Saturday last at Boston, and the contractors are expected here in a few days to make preparations for commencing work on the line.—*Cape Cod Republican.*

Nova Scotia Mines and Minerals.

Of the natural riches of Nova Scotia there is none which shows the inexhaustible wealth of which she is possessed so much as the gradual development of her mineral resources. It is now nearly forty years since the spade and pickaxe of the hardy miner gave to commerce the fine bituminous treasures which has become known and prized at home and abroad. Notwithstanding the serious drawbacks arising from a lack of knowledge; the want of capital and energy in working the mines: the amount of coal raised in the first 30 years (say from 1827 till 1857) has been almost doubled from 1858 till 1863 inclusive. We propose giving a compendium of the report on Mines and Minerals, just issued from the Crown Land Office by Mr. S. P. Fairbanks, Commissioner and Inspector of Mines, which we think will be interesting to our readers.

The report shows an increase of export in 1863 over that of the previous year of 37,000 tons, the greater part of which has been shipped from Cape Breton. The mines of that island have fallen short in their production full 10,000 tons, and the Albion Mines at Pictou 4,429 tons, besides depreciating in quality. Other mines, however, have more than made up for this falling off, showing an aggregate increase of supply of 24,000 tons.

There have been new and extensive fields discovered in Cumberland county, which have been partially worked; but so soon as the preparations which are now making are completed they will be developed on a much greater scale. The applications for licences in this district alone, for the past year, has realized \$2,590.

The Inspector recommends a revision of the mining regulations; a law which will guard against monopoly; the greater encouragement of foreign capitalists, who have already invested largely in mining operations in this Province, as productive of mutual benefit; the necessity of appointing a local superintendent whose task it will be to see to the drainage, ventilation, &c., of the mines.

The Albion and Sydney mines were the first opened in Nova Scotia, by the General Mining Association, and have yielded largely. The former has produced and exported since 1827 nearly 3,000,000 tons, and the latter almost as much. During the past year the Sydney mines have raised and shipped 104,342 tons, and the Albion 193,313 tons, with the labor of 533 men and boys, 79 horses, and 5 engines of 360 horse power; and 660 men and boys, 86 horses, and steam of 580 horse power, respectively.

In 1830 the General Mining Association also opened the Bridgeport mines and worked them till 1850, when the supply of coal entirely failed. In 1833 this Association commenced operations at Little Bras d'Or, which also gave up in twenty years. The Joggins Mines were next opened, and continued to yield till the present.

Several mines have subsequently been opened at Little Bras d'Or and other places, which we shall notice further on.

In the Abstract of Returns, Cumberland county is first on the list, commencing with the Joggins Colliery. Amount of coal for 1863, 46,488 tons. Lawrence Coal Mining Company, River Herbert coal raised and shipped—9,108 tons; expenditure on mine \$19,600 00.

Fraser Mines, Pictou County, lies 6½ miles from navigable water, and have not been worked for else than local consumption. They were first opened with a view of obtaining coal oil but they were abandoned, and the proprietor is now engaged in inaugurating a company to develop the mines thoroughly.

The Little Bras d'Or Collieries, owned by Collins, Goutro & Collins & C. J. Campbell, have more or less fallen short in 1863. But with increased energy and a liberal expenditure they may be rendered paying investments when the seams are not exhausted. Gross amount of coal raised—4,170 tons.

Roach & McInnis have opened a mine near North Sydney, but as yet with no satisfactory results.

Union Mines, Bridgeport, opened in 1858. The

coal has a fair market reputation; but the success of this colliery is seriously marred by the want of a suitable shipping place. Quantity past year 4,197 tons.

Little Glace Bay Colliery, the property of an American Company, produces coal of a very superior quality, both for gas and domestic purposes. It is called the Hub-vein coal. These enterprising capitalists have constructed an artificial harbor with great skill and expense, and purpose to expend in the present year \$134,708. The amount of coal raised and sold during the past year was 26,728 tons.

Big Glace Bay Colliery, belongs to J. & A. Campbell. It was opened in Jan. 1863—the sum expended \$2,900—amount of coal raised 508 tons. The drawback to the Union Mines, viz., a want of proper shipping places, applies to this colliery also.

Schooner Pond Colliery, to the N. W. of the North head of Cow Bay is the property of Messrs. Ross, Kaye & Symonds. Formerly it was worked by private individuals for their own use. Preparations are now being made to put it in paying order. Already \$3,572 have been laid out and 1,378 tons of coal raised and shipped.

Block House Colliery, Cow Bay, belongs to Mr. Belloni, of New York. From the opening of this mine under Mr. Marshall Bourinot, Belloni supplied the funds, and has now personal management of the works. This gentleman has been at a very great expense in making every necessary improvement. He is now having built a wharf, extending into the harbor 1,000 feet, 75 feet wide, and reaching a depth of water of 5 fathoms. In 1863, \$37,000 was expended on various improvements and amount of coal raised 15,690 tons.

Gowrie Colliery, Cow Bay, Hon. T. D. Archibald & Co., is a very valuable and well conducted property. During the past two years \$91,000 have been laid out, one of the items of expense being a wharf extending into the bay 770 feet, and a break water 100 feet by 50 feet. The expense for 1863 was \$63,260 00; and total amount of coal raised and shipped 15,069 tons, of very superior quality.

Mire Bay, Young, Tracy & Slattery. Want of shipping place prevents this from becoming a profitable investment, for the coal is good. Amount raised and shipped, 549 tons.

Kelly Cove, or New Campbell Town Colliery, owned by C. J. Campbell, promises to be a valuable property. Mr. C. is prosecuting the work with great energy, and has laid out \$34,000 last year. Amount of coal raised and shipped, 4,000 tons.

Richmond Colliery, situated 2½ miles from mouth of Little River. There has been altogether expended \$24,499 upon the mine, and a large quantity of coal, some good and some containing much sulphurid of iron; but only 1,100 tons have been shipped.

Sea Coal Bay Colliery, Richmond Co., owned by Mr. John Campbell, has made very little progress as a remunerative speculation, although more than \$12,000 have already been expended on it. 219 tons is all that has been shipped in 1863.

On the subject of iron and copper works the report says but little. Notwithstanding the immense quantity of iron ore to be found in the Province, there is only one establishment for its manufacture in active operation, viz.: the Acadian Charcoal Iron Works in Londonderry township. An American Company has obtained a lease at Cheticamp for working copper ore. As yet this is in its infancy, although very rich veins have been found.—*Halifax Sun.*

A bill has been introduced into the New Brunswick Legislature to incorporate the European and North American Railway Extension Company.

The Dunkirk Union says a petition is being circulated asking the Legislature to authorize the construction of a street Railway between Dunkirk and Fredonia.

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railway Company has declared a dividend of $2\frac{1}{2}$ per cent. on the capital stock for the quarter ending on the 31st of March, out of the net earnings of the first three months of the present year. The dividend will be paid, free of government tax, on and after the 16th of May.

The St. Louis, Alton and Terre Haute Railroad Company will pay on the 2d of May, at the Bank of North America, a dividend of seven per cent. on the preferred stock.

The Central Railroad Company of New Jersey have declared a quarterly dividend of two and a half per cent., free of Government tax, payable on and after the 15th inst.

The New York and New Haven Railroad Company have declared a dividend of three dollars per share, (free from Government tax,) payable on and after the 2d day of May next.

The dividend of $3\frac{1}{2}$ per cent. upon the preference stock of the Toledo and Wabash Railroad, is declared payable on the 1st of May.

The Cleveland and Pittsburg Railroad Company have declared a dividend of 4 per cent., payable April 28th.

The interest on the bonds and stocks of the city and county of New York, due on the 1st of May next, will be paid after that date by the City Chamberlain at the Broadway Bank.

The Lehigh Valley Railroad Company have declared a quarterly dividend of $2\frac{1}{2}$ per cent., payable on and after the 15th instant, clear of State and National tax.

The Directors of the Cambria Iron Company have declared a dividend of six per cent., payable on and after the 30th instant.

Pittsburg, Fort Wayne and Chicago R. W.

The following changes have been made in the contract of reorganization of the Pittsburg, Fort Wayne and Chicago Railway Company, commencing the 1st of January last, by a unanimous vote of the shareholders and bondholders:

1. The capital stock of the Company may be increased from \$6,500,000, the present capital, to an amount sufficient to construct a double track, and to properly equip the same, the increase for the present year not to exceed \$3,500,000; afterward, from year to year, as may be needed by vote of the share and bondholders at their annual meetings, after estimates carefully prepared of the amount that can be usefully and economically expended for that year. The money arising from such sales to be exclusively appropriated to the purposes aforesaid. J. F. D. Lanier, J. Edgar Thomson, J. Harbaugh, S. J. Tilden, and L. H. Meyer, are appointed a Committee to direct the sale of the stock and see to the proper application of money arising therefrom.

2. The revenues of the Company, after paying expenses, interest and the sinking fund hereinafter named, to be held subject to such dividends to shareholders as the Board of Directors may deem expedient.

3. An annual sinking fund of \$52,250 applicable to the first mortgage bonds, and \$51,160 applicable to the second mortgage bonds, is to be paid over to the trustees in the mortgages, to be applied to the purchase of said classes of bonds at the lowest market rates, the accumulations from interest on the bonds taken up to be applied in the same manner.

4. The former system of sinking fund is abrogated.

5. The right of the Railway Company to redeem the first and second mortgage bonds at par at any time after the 1st July, 1867, or to require their

conversion into 6 per cent bonds, is abrogated, leaving them an irredeemable 50-year 7 per cent bond from their date, or 48 years from the present time.

6. The interest on the third mortgage bonds to be paid half-yearly, 1st April and 1st October, instead of annually.

7. The right to vote in common with shareholders in first and second bondholders is extended—instead of one vote for each \$200 to be one vote for each \$100, that is, ten votes to each \$1,000 instead of five.

8. The general result is that future expenditures for construction will be provided for out of new capital instead of from the current net earnings. Some \$4,000,000 of net earnings have been spent upon the road and property during the last few years in what is properly new construction. The revenues being liberated by the new arrangement, will hereafter be applicable to dividends at the sound discretion of the stockholders.

9. None of the bonds are convertible into stock. The whole amount of the bonds is at present \$12,410,000, and of the stock \$6,500,000. All increase of net earnings, therefore, apply exclusively upon the stock.

10. The net earnings for 1863, counting the operating expenses at 59 per cent, which is rather above their true amount, were about \$2,106,623, on \$6,500,000 of stock; and \$1,517,162 of it was expended on the road and the rolling stock.

11. The gross earnings for the month of March were \$602,000, and to that is to be added the military earnings, which make the whole amount about \$625,000. This is sufficient to pay the operating expenses at the average rate of last year, 59 per cent, the proportion of the interest, of the two sinking funds just adopted by the bondholders, and to leave $2\frac{1}{2}$ per cent on the whole capital stock as the results of the business of a rough month.

A British Banking Company is "promoted," as the saying in London is, to be established at San Francisco. The principal arguments in its favor are the present telegraphic communication between San Francisco and New York, the centralization of eastern commerce at San Francisco, and the certainty of the construction of the Pacific Railroad.

The St. Louis Democrat thus announces the arrival of a lake steamer: "The Ozaukee arrived here the other day from Chicago, by Lake Michigan, Green Bay, and Fox, Wisconsin and Mississippi Rivers. She lay at Montrose all winter. This steamer draws four feet light, has two engines, with 10 inch cylinders. She wants a trade or a purchaser."

Oswego Board of Trade.

The 14th Annual Meeting of the Board of Trade of Oswego, was held on the 30th ult., and the following officers elected for 1864:

President.—Frederick B. Lathrop.

Vice President.—Willis S. Nelson.

W. Lewis, D. W. Erwin, John Mott, jr., W. H. Herrick, P. Bundy, R. F. Sage and Theodore W. Wells were elected the Board of Directors, and J. H. Crawford, B. Hagaman and Charles Smyth, Committee of Reference. The Secretary and Treasurer are, by a provision of the Constitution, to be elected by the Board of Directors.

The electric telegraph now extends by way of Russia to within two hundred miles of Kiatka, a frontier emporium close to the Chinese Empire, between which and Pekin, about one thousand miles distant, there is a regular post established, so that now it would be quite possible to communicate with Pekin from London in a week.

Commerce of St. Louis.

The following is a condensed statement of the commerce of St. Louis for the years 1862 and 1863:

	1863.	1862.
Cotton, bales	27,500	39,430
Tobacco, hhds	19,330	13,050
Hemp, bales	55,267	78,317
Lead, pigs	78,814	95,800
Flour, bbls	1,407,668	1,554,279
Wheat, bushels	2,703,378	3,850,336
Corn, bushels	1,299,850	1,734,219
Oats, bushels	2,771,848	3,135,043
Pork, bbls	35,300	51,187
Pork, cks. and tcs	4,130	6,515
Pork, boxes	2,155	3,530
Pork, pieces	610,789	487,580
Bacon, cks	7,070	10,833
Bacon, bbls. and boxes	8,700	10,352
Bacon, pieces	40,480	106,315
Lard, tcs	16,609	19,407
Lard, bbls	22,976	24,975
Lard, kegs	2,735	5,993

Petherick Mining Company.

The following gentlemen have been elected directors of this company for the ensuing year: Frederick Beck, President; A. W. Spencer, C. C. Evans, W. C. Durant, Augustus Denton, H. W. Nelson, of Boston; John Uren, of Michigan; H. W. Nelson, Secretary and Treasurer.

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Kingman's Patent Car Covering.

A HEAVY CANVASS, bedded in Water Proof Paste and Painted. Costing now about half as much as Car Duck. Full particulars, directions, and samples sent. Also an experienced man sent to show the best way to apply it when requested.

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RESERVED IN THE TREASURY, 50,000 SHARES.

PROPERTY:

1,217 Claims, equal to 121,700 feet, in the Gregory, Bob-tail, Briggs and many other equally valuable Lodes in Clear Creek and Gilpin Counties, Colorado, and in addition, a valuable water-power of 2,400 feet on Clear Creek.
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CHARLES T. CROMWELL, New York.
STILLMAN WITT, of Cleveland, Ohio.
GEORGE COOK, of Central City, Colorado.
EDWARD B. WESLEY, President.
JOHN E. WILLIAMS, Treasurer.
CHAS. T. CROMWELL, Counsel, 79 Cedar st.
FREDERIC B. ELLIOTT, Secretary.

MANAGING DIRECTOR AND GENERAL SUPERINTENDENT,
GEORGE COOK, of Central City, Colorado.

40,000 Shares of the Stock remain to be sold at Ten Dol-lars each.

Books will be open on WEDNESDAY, the 13th instant, at the office of JEROME, RIGGS & CO., No. 46 Ex-change Place.

New York, April 9, 1864.

3m16

PACIFIC Quicksilver Mining Co.

40,000 Shares, Nominal Par, - - - \$100
20,000 Shares offered on Subscriptions at \$50 each.

\$400,000 in Cash Reserved as the Working Capital.

BOOKS OF SUBSCRIPTION TO THE CAPITAL STOCK OF THE PACIFIC QUICKSILVER MINING COMPANY will be opened on the 19th inst., at 11 o'clock, at the office of the undersigned.

Five dollars on each share will be paid at the time of subscribing, for which certificates will be issued entitling the owner to the shares, provided a further payment of ten dollars be made on the 28th inst., and thirty-five dol-lars per share, with interest, be paid at or before the times when called for by the Trustees.

TRUSTEES:

WILLIAM BOND, New York.
A. A. SUMNER, New York.
D. RANDOLPH MARTIN, New York.
JOSEPH B. STEWART, Washington City.
Gen. JOHN B. FRISBIE, California.

TREASURER,

D. RANDOLPH MARTIN.

SOLICITORS,

WHEELER & ARMSTRONG, New York.
CASSELY & BARNES, in San Francisco.

44 EXCHANGE PLACE, }
New York, April 13, 1864 }

In calling the attention of our friends and correspon-dents to the PACIFIC QUICKSILVER MINING COM-PANY, we beg to offer the following statement, which is furnished to us from reliable sources:

The property of the Pacific Quicksilver Mining Com-pany comprises the Cinnabar Claims of twenty small com-panies consolidated. The claims thus united cover over three continuous miles in length of the Mammoth Ledge, in Napa County, California, about seventy miles north-east of San Francisco. The richness of the Cinnabar is proved by the assay of Prof. Kent, of the United States Assay Office; a specimen assayed by him, yielded 69.6-10 per cent of quicksilver. The quicksilver mines of the world are limited, the principal supply thus far having been drawn from those of Almaden, in Spain; Idria, in Austria, and the New Almaden mines in California. The mines of the Pacific Quicksilver Mining Company give promise of richness equal to the best of these, and work-ed with ample capital, of equal success. The want of capital has alone prevented their earlier development.

Of the great and increasing demand for Quicksilver, it is quite unnecessary to speak; nor of the large returns made by the few known mines of Cinnabar.

Every new mine, of gold or silver, creates an increased demand; and the small cost of this great property, free from incumbrance, on the terms offered, viz., only \$2,000, 000, for the property, with \$400,000 in cash on hand, places it in a most favorable position.

A number of specimens taken by John T. Howard, Esq., of Brooklyn, from various parts of the ledge, can be seen at our office. Very respectfully,

2116

STIMSON, FRONK & CO.

TO MANUFACTURERS Of Machinists' Tools AND DEALERS IN RAILROAD SUPPLIES.

THE UNDERSIGNED, MANAGER OF

The Carrizal Railroad,

being about to change the plant of said Road, from MULE to STEAM POWER, solicits the CATALOGUES of MACHINISTS' TOOLS with the LOWEST PRICES of the different articles MARKED IN THEM

IN AMERICAN GOLD;

the articles to be delivered in the City of New York.

He also solicits the prices of RAILROAD WHEELS, AXLES, BOXES, GUIDES, SPRINGS, DRAUGHT BARS, AND ARTICLES APPERTAINING TO CARS, FREIGHT AS WELL AS PASSENGER; all for light ears of 2,500 lbs. weight.

THE PRICES TO BE MARKED IN UNITED STATES GOLD, the articles to be delivered in the City of New York, and to be there paid for in said coin, or its equivalent in currency on delivery.

The wheels of the cars to be 26 inches diameter, and to not weigh over 200 lbs.; to have 3/4 inches tread, with 1/2 flange; the wheels to be bored and slotted for keying; the axle to be 2 1/2 inches diameter in the wheel; to be slotted for a key also. Address

GEORGE K. STEVENSON,
Carrizal bajo, Chile, South America.

AGENT IN NEW YORK,
HENRY F. FALLON,
142 Pearl Street.

STAR GOLD MINING COMPANY, OF COLORADO.

CAPITAL, 200,000 SHARES,

Issued for the Purchase of Mining Property.

The property of this Company comprises 10,651 feet on the best lodes in Clear Creek county, over 4,000 feet of which are already developed, produc-ing from \$100 to \$300 per cord with the ordinary stamp mill; also, thirty-nine hundred feet of valu-able water-power, and a twenty-four stamp mill in working order. Title undoubted.

TRUSTEES.

NATH. HAYDEN, President Chatham Bank.
JNO. W. MOTT, President U. S. Warehouse Co.
JAMES I. DAY, President Providence and Bos-ton Railroad Co.

SAML. R. PLATT, Adriance, Platt & Co.
WM. K. BELCHER, Sackett, Belcher & Co.
SAML. A. WALSH, 22 Platt street.
WM. H. RUSSELL, Colorado.

PRESIDENT.

NATHANIEL HAYDEN.

SECRETARY,

JNO. N. POWER.

BANKERS.

CHATHAM BANK.

COUNSEL.

Messrs. PLATT, GERARD & BUCKLEY, N. Y.
Messrs. WAKELY & REED, Colorado.

RESIDENT MANAGER AND SUPERINTENDENT.

JOHN SLAWSON,

Formerly of Cliff Mine, Lake Superior.

30,000 Shares of the Stock are offered for sale at \$10 per share. Books will be opened at the office of GEORGE & SAMUEL BROWN, BANK-ERS, No. 11 Wall street, on MONDAY, the 18th inst., at 11 o'clock.

A payment of \$2 per share will be required at the time of subscribing, and the balance on the 21st instant, when certificates will be delivered.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

PROPOSALS.

SEALED PROPOSALS will be received at the office of the Minnesota Central Railway Company, in Min-neapolis, Minnesota, until the 5th day of May, 1864, at 12 o'clock noon, for the grading, masonry and bridging on the branch line of said road from Mendota to St. Paul.

This work comprises a large amount of sand rock exca-vation, and the masonry and superstructure of a bridge across the Mississippi River.

Notice is hereby given that on or about the same date, the work of completing the grading, masonry and bridg-ing on the main line of said road, from Faribault to the Iowa State line, (87) fifty-seven miles, will be contracted for.

The work upon the branch line is of a very heavy char-acter and is worthy the attention of responsible contrac-tors.

Payments will be made monthly, in cash, and bids re-ceived for the work in small or large quantities, the com-pany reserving the right to reject any bids not satisfac-tory as to price or as to the responsibility of the parties making the same.

For information with regard to said work, application may be made to the company's Chief Engineer, at Min-neapolis, Minnesota.

J. CHAMBERLAIN, President.
D. S. SHEPARD, Chief Engineer. 4115

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-pared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COM'Y,
59 Exchange Place.
New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.

For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for de-livery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

500 TONS BEST AMERICAN. Weighing 60 to 65 lbs. to the yard, for immediate delivery.

For sale by

JOSIAH S. LEVERETT & CO.,
4116 No. 89 Maiden Lane, New York.

RAILROAD IRON.

800 TONS GUESTS' 52 lbs. RAILS, Erie Pat-tern, just arrived, for sale by

C. CONGREVE & SON,

2115 No. 6 Pine street, New York.

RAILROAD IRON.

2,500 TONS RAILROAD IRON, 50 lbs. per yard.

5,000 Tons Railroad Iron, 56 lbs. per yard.

In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by

DEHON, CLARK & BRIDGES,
28 Beaver Street.
New York, 2nd April, 1864.

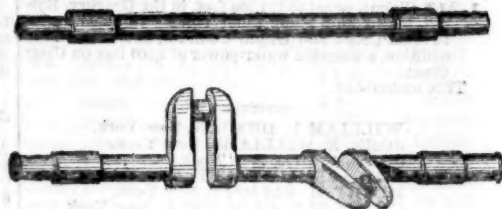
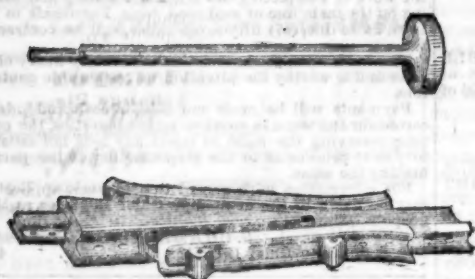
COPAKE IRON MINES.

THIS Company is now prepared to deliver, in quantities of 2,000 to 20,000 tons monthly, the very superior IRON ORE produced at its Mines in the town of COPAKE, Colum-bia County, N. Y.

The COPAKE ORE is a Hematite of the best quality known in the country, and has been extensively used by Iron Manufacturers for many years.

Applications will be received at the office of the Company, No. 7 Nassau st., over the Continental Bank, New York. Communications by Mail may be addressed to CHARLES H. MILLS, President. 6m18

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminates." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to grain due from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to

NAYLOR & CO.,

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

OFFICE OF THE

ÆTNA FIRE INSURANCE CO. OF NEW YORK,

New York, January 12, 1864.

THE DIRECTORS OF THIS COMPANY have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT., in Cash on all outstanding scrip, payable on demand; all free from Government tax.

LIVINGSTON SATTERLEE, Sec'y.

**TIRES,
LOWMOOR, BOWLING & SEMI-STEEL.
AXLES,
Kinsly Co., Bridgewater and Nashua.**

For sale by **WILKINS & PAGE,
67 Water St., Boston.**

**COAL.
ANTHRACITE
AND
BITUMINOUS COALS**
of all kinds.

**QUINTARD & WARD,
11 Pine street, N. Y.**

The Mercantile Mutual INSURANCE COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1843.

ASSETS OVER \$1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.

CHAS. NEWCOMB, Vice Pres't.

C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT, Office No. 51 Beekman st., (up-stairs,) New York.

OFFICE OF THE COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL... \$1,000,000

Total Assets, June 2nd, 1863, less } \$2,008,651 03.
Losses adjusted and paid, }

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 3d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with Initials of Road, with chains and keys. EXTRA LOCKS and KEYS—when ordering Locks and Keys to match others, enclose key in letter.

**WILLIAMS & PAGE,
67 Water street,
BOSTON.**